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15 p.m. to 2.00 p.m. ...Every 15 minutes.
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IN CONSEQUENCE OF THE EUCCESS ATTENDING THE INTRODUCTION INTO THIS COLONY OF OUR "STONE GINGER BEER" AND THE STILL INCREASING DEMAND, WE HAVE NOW, FOR THE CONVENIENCE OF OUR NUMEROUS CUSTOMERS ADDED TO OUR LIST OF BEVERAGES COMBINATION OF PURE LONDON GIN AND GINGER BEER WHICH WHEN ORDERINGIPLEASE ASK FOR

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FIGHE HONGKONG ICE COMPANY, LD., have now 40,000 Coling feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods. WM. PARLANE, Manager. Hongkong, 18th November 1901.

R. J. REMEDIOS. FOREIGN AND COLONIAL STAMP DEALER, No. 39, WYNDHAM STREET, HONGRONG, Will be glad to send STAMPS on approva to any address on receipt of eatisfactory refer-

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash AGENTS WANTED. 15 to 25 per cent. Discount Allowed. 1586

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MENTRALLY situated, being near the Keelung Station and Taipeh City, and in able rates.

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Steamers of the Douglas and Osaka Shosen Kaisha lines run regularly between Hongkong and Tamsui, via Swatow and Amoy, remaining from two to four days at the latter port, and making the round trip in ten days, thus affording an excellent opportunity to tourists to visit the Island. Travellers to Japan will also find this a desirable route, mail steamers leaving Keeling for the Japan ports every three or four days. Good Accommodation.

Excellent Cuisine and Wines. A representative of the Hotel will meet all trains. Terms moderate.

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GOOD Accommodation. Excellent Cusine. Every Convenience for Tourists. T. F. DA CRUZ Manager.

Canton, 1st October, 1901

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Ladies' Afternoon I ca Rooms with European Matron in attendance.

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Electric Fans (if required).
Hot and Cold Water throughout.

Wines and Grocories specially imported by the Hotel. Wines cooled by Hotel refrigerating machinery. Hotel Linen washed on the premises by machinery. Bedroom Accommodation-131 rooms.

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Exits on every floor. CHARGES MODERATE.

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required). Electric Passenger Elevator to each floor. Table D'Hote at separate tables.

For Terms, &c., apply to the— MANAGER. Hongkong, 10th June, 1903.

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The Bedrooms are large, cool, siry, well ventilated and handsomely furnished. The Chisine is excellent and is under direct European supervision. Picnic, Boating or Shooting Parties specially catered for. A commodious and comfortable stern-wheel Houseboat, with sleeping accommo-

dation for six passeng raund every convenience, is provided for the use of visitors, at reason-A Military Band plays in the Gardens, close to the Hotel, three times a week.

Sea Bathing. t teamers to and from Macae every morning and afternoon E. G. JORDAN, WM. FARMER, Manager.

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"BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA) MACAO

AS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home.

A most pleasant retreat for those desirous of [1644] a few days rest and quiet. Comfortable accommodation for travellers paying a visit to the istorical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. One steamer (s.s. Heungshan), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address-" BOAVISTA." For Terms, apply to THE MANAGER

HOTEL CRAIGIEBURN.

For Terms, apply to the MANAGER. Hongkong, 2nd July, 1900. MACAO HOTEL

By a fire which occurred in the warehouse

The Prince and Princess of Wales visited

Wrexham on 8th ult, and his Royal Highness

unveiled a memorial to the officers and men of

the Royal Welch Fusiliers who fell in South

Work is about to be begun on the opening of

The newly app inted Archbishop of Manila.

According to the New York Daily News,

Major-General Badon-Powell is engaged to

marry Miss Dainy Leiter, sister of Lady

Curzon of Kedleston. General Biden-Powell,

the paper says, made Mass Leiter's acquaintance

Wa-bington when Sir Julian Panncefote was

In connection with the S. P. C. A. which is

being formed in Manila, one man went so far

as to suggest that the habit of carrying live

chickens and ducks in the same basket with a

cake of ice be abolished on the basis of cruel y:

but, says a Manila contemporary, there will

probably be two thousand Americans applying

for the position occupied by the chickens and

In the House of Commons on the 11th ult.,

in reply to Mr. Weir, Mr. Chamberlain said the

number of deaths from plague in Hongkong

since 16th January had been 402. "There is

this year's outbreak." Mr. Weir asked if the

scientific authorities that rate are a cause of

Lieut. Hordern, writing on "Australia and

Naval Defence" in the United Service

Magazine, maintains "that the floot cannot be

localised, but must be under one direction in

peace as in war," and that the object which

appeals to so many in Australia, the power of

directing and retaining a separate equadron in

their own waters, is incompatible with safety or

efficiency. If Australia desires to have a voice

in the management of the navy she should

be content to have it on the same terms as

Scotland and Ireland, and she can have this

directly she is prepared to pay her share, as

Frost, we read in a home contemporary, is

said to be playing havor with the Siberian

railway. The apper surface of the permanent

way is frozen so hard as to become detached

from the earth below, thus creating a cavity

into which water filters, and this in turn becom-

ing frozen, causes expansion of such a kind as

to strain the lines. It is the same with the

portions of the line enried on piles over the

marshes, the piles being forced up by the frost,

It is now recognised that the only remedy for

this latter evil is the drainage and filling up of

the marshes, and the construction of metallic

A correspondent writes to the Times from:

Dawson City on the Jath April : - The stampede

to the Tanuna River in search of gold has

turned out to be, like many others which have

preceded it, a failure. People returning here

state that there is no cause for the rush and

practically nothing has been found to justify

it. There are 600 people there now, and another

1,000 or 1,200 on the trial en route. A big

rush is also expected from the Pacific Coast as

soon as navigation opens. The miners at

Tanana made an attempt to lynch the man who

started the false news, He is a Japanese who

had a lig stock of provisions in that country

and saw his way to getting exhorbitant prices

for them. He managed to hide himself and get

away. Great hardships were endured by the

people on the trail. At one place called Hungey

Hill there were nearly 1,000 people "stuck '

for several days without either wood or water.

It is reported at the office of the U.S.

Commissioner-General of Immigration, Wash-

ington, that Commissioner-General Sargent

handle immigration matters in Hawaii. At

General Surgent, and while there is no law to

take notes of the rapidly growing stream, and

prepare data to be submitted to Congress later.

winter, led by the Pacific Coast delegation. In

America, immigration officials say the numbers

question of appointing a Commissioner

viadacts resting on stone supports.

ducks if the present weather keeps up.

Africa and China,

ESTABLISHED A.D. 1841.

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THE HONGKONG DISPENSARY.

COTICE TO CORRESPONDENTS. ONLY communications relating to the news columns |

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already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that how the supply is limited. Only supplied for Cash. . Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed.

P.O. Box, 33. Telephone No. 12

MARRIAGE. On the 9th May, at Surbiton, M. S. NAPIER to ALICE CAROLINE MARY, daughter of life John PATERSON, of Amby.

On the 4th June, at Ichang, Thomas Charles Burchett, I. M. Customs, aged 38 years.



MONGRONG OFFICE: 14. DESVŒUX ROAD CI. LONDON OFFICE: 131. FLEET STREET, E.C.

Hongkong, 16th June, 1903.

THE Customs Gazette for the three months January-March, 1903, which has just been issued at Shanghai, shows very satisfactory figures for the majority of the Chinese treaty ports. No less than twenty-three out of the list of thirty included manifest an improvement on last year. Only at Chungking, Ichang, Kiukiang, Kiungchow, Nanking, Pakhoi and Santuao are there declines, and at the two first-named this is due to the still decreasing amount of native opium passing through the Customs. Very notable advances are made by Newchwang (from 11,505 Hk. Tls. in 1902 to 74,148 Yochow, Wuhu, Shanghai, and Wenchow. In partial explanation of the remarkable Newchwang figures, it must be remembered that the port opened somer than usual this year. The figures of Chinwangtao and Kiaochau are very interesting, both being new ports. Chinwangtao increased from 19.473 Hk. Tls. in 1902 (first year) to 53,724 this year; Kiaochau mounted from 21,625 Hk. Tls. in 1901, through 35,368 Hk. Tls. in 1902, to 74,713 Hk. Tls. in 1903. Yochow bounded from last year's 694 Hk. Tls. to this year's 12,147 Hk. Tls., so that the repreach made in the Yochow Trade Report for 1901, that the possibilities of the port had as yet been left untried, seems now to be on the way to removal. Wuhu's figures for January-March this year are but that was a great falling off from the Chronicle.

200,383 Hk. Tls. of 1901. Wenchow improved from 6,929 Hk. Tls. in 1902 to of Messrs. Ynchausti & Co. at Manila last 12,043 Hk. Tls. in 1903. Shanghai rose Tuesday, damare was done to the estimated from 1,811,456 Hk. Tls. to 2,419,582 Hk. | extent of \$155,000. Tls. Nor must Tientsin's advance from 255,523 Hk. Tls. to 308,857 Hk. Tls. in 1903 be overlooked. Cauton, Samshui, Kongmoon, Kumehuk and Wuchow all showed small improvements. The total figures for the thirty ports in the last three years are:-1901, 4,361,337 Hk. Tls.; 1902, 5,110,785 Hk. Tls.; 1903,

6,346,257 Hk. Tls. Taking the revenue under the separate heads there is an increase in all except that of opium duty. Set out in tabular form, to pass. the following appears, the amounts being in Haikwan Taels :--

J	10 Hukwur Tugiz :		•	
Ì	1901.	1902.		Thomas Hendrick, is the Rev. Thomas A.
	Import duty 851,257	1,558,067	1,880,792	Hendrick, of the Diocese of Rochester, N.Y.
	Export duty 1,347,940	1,404,574	1,956.128	Ho is well known in New York State and has
1	Coast trade duty 194.065		_	for years been pastor of S. Bridget's Church in
	Opium duty 727,743	529,478	485,026	
	Tonnage dues 143,482	173,085	219,621	Rochester. He has also served as Procurador
	Transit dues 143,082	247,298	350,678	Fiscalis in the diocese for a number of years.
	Opium lekin 953,763	918,335	1,119,495	1 Voul Daile North
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			1 4 17 / 45 R.J., _ 1/2/4/6 / 1/2/4/6/7

4 361,337 5,110,785 6,346,257 The details of these sources of revenue are not yet available, the report not having reached Hongkong. The North-China Daily News, to the columns of which we are indebted for the above figures, remarks that the increase in export duty is very satisfac. tory, the financial stability of China depending on her being able to constantly increase her exports. "The total increase this " year," continues our contemporary, " is the "more satisfactory when we remember that "Mr. Taylor showed in his very valuable report on last year's trade that the revenue " last year was over three million taels above "the previous highest on record."

The annual meeting of worshippers at the Peak Church will be held at S. Paul's College on Thursday next at 5.30 p.m.

The Government steam tender Stanley, Captain Robinson, with Captain and Mrs. Arbuthnot on board, was lying in the Macao inner harbour on Sunday, last, ...

H.M.S. Espiegle left Shanghai on the 12th in:t. for Hongkong, and goes first to Amoy, then to Mirs Bay for target practice, and then to Hongkong to be overbauled.

The visitors to the City Hall Library and Museum for the week ending 14th Jana were 279 non-Chinese and 71 Chinese to the former, and 52 non Chin se and 1,898 Chiness to the latter institution.

Lieut General Baron Kodama, Governor-General of Formosa, is to visit England shortly, going thence to the Transvaal to inspect the working of the British colon al system, acc rding to the Tokyo correspondent of the N.-C. Daily News.

As a result of a visit by Mr. MacLeavy Brown and Mr. Hagiwara, Secretary of the Japanese Legation at Seoul, it has been decided to build breakwaters at Chinnampo, Cores, to reclaim a large area from the sea, and to build Customs warehouses thereon. The work is to be commenced shortly.

In the Summary Court yesterday, a Chinese cook sued Mr. H. G. St-vens of the Kowloon Dispensary for \$7 odds for balance of wages due. From the defendant's evidence it appeared that the cook left his service without notice and afterwards returned to the house and created a disturbance. Mr. Justice Wise dismissed the claim and reprimanded the cook.

The Peking correspondent of the N.-C. Daily News telegraphed on the 11th inst .: - The Russian Minister, M. Lessur, called on Prince Ching at his private residence yesterday, and formally opened negotiations on the Manchurian question. Prince Ching has denied himself to all the other Ministers during his sick leave, but M. Pokotiloff of the Russo-Chinese Bank was allowed to have several interviews with him and secretly negotiated with him prior to returning to Russia.

A Now York telegram to the Manila Cablenews states that complaints have been received by Headquarters of the Army, at Washington, relative to bad treatment of the military prisoners confined at Malahi Prison. Papers came direct from an incarcerated man and an investigation of charges has been ordered by the Adjutant-General's Office, and the Commanding General of the Division of the Philippines will be asked for a full report. Malabi Prison is an island in the Laguna de Bay, selected by a board of officers about a year ago as the place of confinement for military Hk. Tls. in 1903), Chinwangtao, Kiaochau, officers. Reports had been current in Manila that the prisoners were maltreated and not properly fed.

during his visit to Honolulu, will look into the On the 26th uit, a Chinese named Yik Sun, present there is only a Chinese inspector, and residing in Kobe, received eight tins of opium the business of the port of Honolulu is much from a friend on board the British steamer greater in scope than his auties cover. The Empire, which arrived at Kobe on the same day immigration of Japanese into Hawaii is a matter from Australia. Yik Sun gave some tins to the that will be investigated by Commissioner. sendo of the sampan which conveyed him to and from the steamer, and the Chinese came ashere prevent the inflax of Japanese, that official will with the rest of the opium in another boat, and succeeded in evading the Customs officials. The sendo concealed the drug in his food-box. It is possible that an agitation for a Japanese but it was discovered by the Customs authori-Exclusion Law will begin in Congress next ties, and the man was placed in oustody. On hearing of the arrest of the sendo, the Chinese spite of all attempts on the part of the Japanese disappeared. However, he was arrested and Government to restrict this emigration to handed over to the Procurator's office on the following day. The Chinese in question is a are increasing constantly. The Japanese leave shipchandler, and is said to have been suspected Japan for China or the Philippines, and make 274,001 Hk. Tls. against last year's 92,455. of smuggling for some time past, says the Kobs their way thence to Hawaii and San Francisco.

TELEGRAMS.

REUTER'S SERVICE. THE FINANCE BILL.

LOSDON, 18th June. The Finance Bill has passed the Second Reading without a division.

THE KING'S VISIT TO IRELAND.

London, 15th June. the Iloilo harbour. The river mouth forming The King's visit to Ireland will include the barbour is to be dredged and the channel widened and deepened. At the present time three or four days in the West, in order to see the river channel is so filled with drift and deposit as much as possible of the conditions of life that it is almost impossible for the larger vessels there.

HEALTH OF HONGKONG.

During the week ended 13th inst. there were 120 cases of plague and 78 deaths, or a mortality of 65 per cent. Of the cases, 31 occurred in the city of Victoria and 39 in other districts; 12 were European, 6 Indian, 3 Japanese and 99 Chinese. There were also I case of cholera (fatal, European), 1 orse of enteric fever (nonfatal, European), and 2 cases of small-pex (non-

fatal, Chinese). The plague returns for the two days ended at noon yesterday numbered 14, bringing the few years ago at the British Embassy in | year's total up to 1,184. Of these 14 cases, 12 were fatal; there was one Indian victim, and the remainder were Chinese. Two Chinesesuffering from the disease were taken to hospital from the Rosetta Maru. Eight dead bodies wore found

MANCHURIA.

A Peking despatch of the 1st inst. appears Japanese paper to the following effect:-

M. Lessar his now forwarded to the Government the new Russian demands respecting Mancharia. The new proposal follows the lines of the Secret Treaty proposed by the Acting Minister to Peking. The gist of the nev Treaty is reported to be as set forth below :-

1. Manchuria shall not be conceded or leased usually a recrudescence of plage; in that colony to any Power without Russia's consent. at this period of the year, and I am not aware | Neither political nor commercial privileges of the existence of any special cause for shall be granted to any power without Russian

12. Any privilege or right already granted to reorndescence was not attributed by the local Russian subjects shall be enjoyed by them authorities to rats Mr. Chumberlain: "I believe that they share the opinion of many

3. The Chinese Generals in command of troops in Shinking, Kirin and Heilungehang shall engage Russian officers as advisers. 4. The construction of a Russian telegraph

in Manchuria shall be permitted. 5. No system of reform shall be enforced Manchuria without the consent of Russia.

ZEBRA MULES.

According to the Calcutta Englishman, the Indian Army Remount Department has recently | passengers as it much enlivened the trip. The imported two zebra mules through a Hamburg agent. We have been unable, says our contemporary, to find out the price paid for the animals, for excursion trips like the one on Sunday. but the innovation has, without doubt, cost the lowing to her large and excellent accommoda-Remount Department somewhat dear. As an | tions. The return trip was to have started a experimental measure of the right kind even 10 p.m., but in consequence of the low tide a this outlay is not to be gradged. The unfortunate losses we have suffered through the horse sickness among transport animals call for some immediate remedy, and we see the remedy in the employment of zebra mules. The donkey is perfectly immune from horse sickness, and so is the zebra. The latter animal in particular is extremely hardy, as appears from the fact that when the rinderpest swept the eastern and central portions of Africa in the early nineties the percentage of deaths among zebras is said to have been very small indeed. A mule, therefore, out of two such hardy parents as the donke y and the zebra is undeniably the transport anima l required for the army. The Garmans have already discovered the value of the zebra, as their extensive zebra farms at the foot of Mount Kilimon jaro testify.

NAVAL RELIC OF MANILA BAY

Orders have been issued by the United States Navy Department for the gunboat Isla de Luzon, now at Mobile, Alabama, to proceed to Pensacola, Florida, for the purpose of being placed out of commission. This vessel was one of the Spanish flest sunk or captued by Admiral Dewey at the battle of Manila Bay, and has only recently completed the long trip from Manila to the United States. She has done considerable active service in Philippines since her attachment to the United States navy, and is now badly in need of extensive repairs.

It was originally intended that the Isla de Luzon should form part of the naval exhibit at the St. Louis Exhibition, but the Department has been obliged to abandon that intention on account of the bad condition of the vessel. The change was also made as a matter of comity and courtesy to the Spanish Government. Senor Ojeda, the Spanish Minister, has accepted invitation to take an active part in Exhibition ceremonies. The monitor Arkansas will be the sole representative of the United States navy at the Exhibition, it being found inpracticable to substitute another vessel for the Isla de Luzon.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report: The barometer has risen over Japan, fallen on

the E. coast of China. Pressure is highest in the Pacific between the Philippines and SW. Japan, and there are indications of the formation of a depression over Central China.

Moderate S. winds along the China coast and over the N. part of the Chica Sea. Forecast: - Moderate S. winds; Equally,

thunder showers.

FESTIVAL AT MACAO.

The celebration of the Feast of S. Anthony at Macao on Sunday attracted something like 1,000 excursionists from Hongkong. No less than three steamers made the trip to the uncient city. Take were the Kinskan, the Wingchai and the Chukong; and as the Heungshan had gone up as usual on Saturday and remained over the week-end the unique spectacle was presented of four steamers lying alongside the wharves there at one and the same time. The ressels arrived without many minutes between them. There was an exciting race on the part of the Kinshan to overhand the smaller Wingchai, which started half-an-hour curlier. The big steamer managed to pass shead when about 15 minutes' steam from the Macao harbour-bar; but her greater draught and the consequent greater difficulty in getting into the inner harbour allowed the Wingchai to regain her lost advantage and to got her passongers ashore as soon as if not actually sooner than her rival.

As the procession was not to start until late in the evening the first consideration with the passengers was to get tiffin; and as on many former occasions there was room for a good deal of grambling at the way in which the hotels provided for the excursionists. Certainly it is no easy thing to feed some 1,000 hungry strangers from Hongkong, but much improvement could have been made both as regards the refreshments and the attendance which the

excursionista had to put up with. The day was fine and cool, and in the afternoon rickshas were much in request for sightseeing. Between five and six o'clock, a concourse of many thousand people assembled in bothered the runners, Fenwick got well away the neighbourhood of the Church of S. Authony and led by 50 yards until getting on to the it appeared every head was reverently uncovered. Gorrell fell behind Luchlan. Going up the Slowly the long line debuucked upon the square | bill Fenwick still led and Luchlan passed fronting the Church-aline of black and white- Irvine, going a good pace, but 100 yards clad priests and acolytes, and boys from S. from the top Irvine again took second under a canopy, and the Governor in his uni- win, exhausted, by about 60 yords. form. The rear was brought up by a military contingent and the band. Having traversed the streets in the immediate neighbourhood of F. Douglas-Irvine ... 18 min. 53 2-5th sec. the Church the procession returned to its starting-place. At night the Church was beautifully illuminated, and the band played in the compound.

The exentsion by the Kinshan (Captain Lossius) proved too a great success. There were 600 to 700 passengers on board and they apparently enjoyed the trip immensely. Among the passengers were several members of the Sociedade Philharmonica, who kindly consented to play a few selections during the trip to Macao, The music was very much appreciated by the Kinshan proved to be an excellent boat all round, and bids fair to become a favourite one Macao the Kinshan did not leave till about 10.40 p.m. While at Macao the Kinchan w visited by many Macao residents; among those on the wharf to see the arrival the big boat were Mr. Mello, the Company's Macao agent, and several ladies. The Wingchai (Captain Bell Smith) and Chulcong (Captain Mason) also carried a considerable number of passengers. The Chukong left Macao shortly after nine o'clock on Sunday night and arrived first of the three excursion steamers-namely

THE SEOUL FUSAN RAILWAY DEBENTURES.

minutes after ton o'clock arrived simultaneously

with the Kinshan about 2.10 a.m.

According to a vernacular contemporary, opposition is growing in a section of economic circles to the issue of the 6 per cent. debentures fof these two young men." of the Seonl-Fusan Railway Company with a Government guarantee. The opponents maintain that when such debentures with a Government guarantee are placed on the foreign market, the 4 and 5 per cent. Government bonds will be seriously affected, and the economic situation in Japan will be disturbed; while if issued in Japan, these debentures, it is thought, will to arrest all students, etc., are without foundaalso disturb business circles, as 10,000,000 yen will be taken from the capital circulating in I students only, but not al. Japan and sent into Corea. On the other hand, these who are in favour of the issue of the debentures contend that the completion of the Seoul-Fusin Railway is necessary for the maintenance of Japan's commercial position, and that the work should not be allowed to be delayed for even a day. As the railway runs through the most prosperous part of Cores, there is thought to be no doubt as the prospects of the line, the success of the Seoul-Chemulpo line being pointed to in support of this contention. They urge that it is an idle apprehension to fear that the 5 per cent. Japanese bonds on the foreign market would left Kobe, via Nagasaki, Shanghai and Foodbow, be badly affected by the issue of the debentures, and those who have such fears appear to have overlooked the low price at which the Government hands were issued. The money is not actually spent in Corea, as alleged by the opponents. All the materials required for the construction of the line are to be supplied from Japan. What is to be imported from abroad is only iron, which cannot be produced in Japan, and which is imported into this country for railway use. Both sides of this question are, it circles in Japan.-Kobe Chronicle.

ATHLETICS AT AMOY.

FROM A CORRESPONDENT

An interesting event was decided at Amoy on Wednesday, the 10th, when a foot-mos round Kulangsu Island was run for a cup. The success of this contest, an entire innovation, should make its yearly repetition a certainty. But in cooler weather, for choice, as on Wednesday the heat of the Inst two weeks plainly told on the competitors, and no doubt materially increased the time of the winner.

The course round Kulang u is on the whole good going underfoot, but is certainly of a cross-country rather than a track character The start is from the Amoy Club and through the Chinese village, then up one or two sharp rises and down to the beach where there is a fairly level run of about 1 mile, until, after breasting another rise, there is a straight hard stretch of about 300 yards to the foot of a steep hill (near the German Consul's residence), almost 4-mile in length, where the crux of the whole race comes, and the final result will probably always be decided. Having overmounted this obstacle, there

a run in of about 1-mile, mostly downhill, but ending with about 100 . yards of gradual slope up to the finish by the Club Theat e. Six started at about 7 p.m. and went away at a good pace. After passing the village the field was reduced to four, nearly 3-mile from the start. Then J. S. Fenwick took a good lead, followed by F. Douglas-Irvine and C. Gorrell, twenty yards behind, with H. Lachlan bringing up the rear. Getting down to the beach, where a strong head-wind rather (near the Camoes Garden), from which at the level before reaching the big hill. After this, latter hour the procession began to issue, and as I however, Irvine began to close up a cond, and Joseph's and little girls dressed in white, place, and, Fenwick falling exhausted, led at broken at intervals by the upheld banners of the | the German Consul's house. Gorrel also stopped conferences and congregations; at the end, and the race was now between Irvine and behind the emblem of S. Anthony, walked the Luchlan, the former of whom, though chased at Bishop and officiating priests in full robes | times by Lachlan, managed to keep away and

> Lachian came up the straight at a fine pace. and was the less done of the two. Result:-

H. Lachlan 19 min. 1: 1-5th sec. The race was a good one in all respects and the winner fully deserved his success. Luchlan made a very fine effort, running a waiting race, and possibly might have reversed the decision if there had been another half-mile to go.

Fenwick also ran a good race, but misjudged the distance and did not realise the effect of the big hill; he and Gorell should do very well another year.

There was a large crowd of spectators including many ladies, so that the race, on all accounts, may be called a great success, and worthy of annual repetition.

THE MANUFACTURE OF REBELS.

Our Shanghai morning contemporary translates the following from the native paper Tung Wen Hupao, which for the sake of civilisation and the future of China the N.-C. Daily News sincerely hopes is nutrue:-" It will be remembered that a number of Chinese students studying in Tokyo patrictically formed themselves lately into a battalion with the intention of volunteering for the front to oppose the Russian conquest of Manchuria: In this connection two of the students, Messrs. Nin Tistog, and Tang Ming-san were appointed about half-past one o'clock yesterday morning by their fellow students to proceed to The Wingchai which left the wharf a few Tientsin to inform Viceroy Yuan Shika of their intention and to ask him to allow their battalion to be incorporated into his army to fight the Russians. To the surprise of everyone, upon interviewing Viceroy Yuan Shikai the two students were charged by him as revolutionists and republicans who had only made the Manchurian question an opportunity to rebel. In consequence of this Viceroy Yuan at once ordered the summary execution

However, we see that the Universal Gazette says that the remours which have been going around the settlement lately stating that the Central Government had sent secret edicts to the Chinese Minister in Japan, the supervisor of Chinese students in that country, and the different provincial authorities ordering them tion; the fact is that the edicts referred to two So there do appear to be two unfortunates

branded as rebels, if not executed.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer Ballagrat left Singspore for this port on the 13th inst, at 5 p.m., with the outward English mails, and is due here on the 18th inst., at about noon.

The P. & O. steamer Pekin left Singapore for this port on the 13th inst., at 11 a.m.

The Imperial Clerman mail steamer Room on the 14th inst., p.m., and may be expected here on the 24th just.

The Imperial German mail steamer Hambur left Colombo on the 14th inst., a.m., and may be expected here on the 24th inst.

The Boston Steamship Co.'s steamer Shawmut left Yokohama for Victoria (B.C.) and Pacoma on the 12th inst.

The N.P. steamer Tacoma arrived at Yokohama on the 18th inst.

The Indo-China steamer Laisang left Calcutta is stated, attracting great attention in business | for this port, via the Straits, or the 13th inst., l and may be expected here on the 29th inst.

The Changtu correspondent of the N.-C. Daily News wrote on the 22nd att.:-The Viceroy has left much to the regret of all good | citizens. The Treasurer Chen has issued a proclamation which speaks eloquently of his ability to administer in both civil and military affairs and asserting that he will keep a firm grip on affairs, nevertheless affairs will not go well puless he has more push than when he led a force lest year against the Boxers, and having been ordered to co-operate with two other commanders in surrounding a large band of Boxers, he sent a messenger to their leaders protesting pacific intentions and brotherly feelings, but he was ordered to march to a cortain place, and would the Boxers kindly open their lines. This they did and of course escaped to continue their depredations for some months.

When it was known that Viceroy Tsen was to leave, the Presbyterian missionaries sent to him an united letter of appreciation and a copy of the Empress Downger's New Testament. To

and female, of the English and American Missions. I am toth ashamed and thankful. The contents of the letter were sincere and straightforward. I fear my virtue is only ordinary and I am not worthy of your praise. It is now more than eight months since I came to Szechuen, and yet I have barely suppressed the disaffected, and have in only a general way pacified the country. Besidesthis, I have scarcely made a beginning to all the reforms that are necessary, not to speak of completing any of them. This I regard as my own fault, but on receiving the praises of you good teachers from beyond the seas, I fee more than ever my unworthiness. Nevertheless I steal some plessure from the thought that the people and the Churches at present are on very friendly terms. The officials of China are gradually acquiring a knowledge of the great principles of the religions of Europe and day and night in order to re-adjust their methods and to make known to the public their aims, in the propagation of religion, consequently Chinese and foreigners are coming more and more into cordial relations, and the country enjoys a lasting peace. This fills me with joy and hopefulness. But after all the province of Szechuen is an out-of-the-way place and ignorant people are still numerous. My hope is that the teachers of both countries will widely spread the Gospel more than ever, that hatred may be banished and disputes dispelled, and that the influences of the Gospel may create boundless happiness for my people of China. And shall I be the only one to thank you for taking the initiative in this good work? Although I am leaving Ezechuen my thoughts will still be with you, and moreover, it is not certain that we may not meet again. As I cannot reply to each individually, may I trouble you to convey these sentiments to your fellow-workers, and also my thanks for your kind present? "May the Gospel prosper.

> "I berewith present my card, "Teen Ch'un-Hauen.

PEKING UNDER THE ALLIES

At the Royal United Service Institution, Whitehall, last month Captain R. A. Steel, 17th Bengal Lancers, delivered a lecture on "Peking under the Allies." Com. W. F. Caborno, C.B., presided. Captain Steel, in the course of his lecture, gave a short description of the actual entrance of the allied troops into the Legations on August 14, 1900. While entering this gate, he said, they encountered fire from the Chinese, but the fact that only two of their men were hit did not speak much for the marksmanship of the Chinese. He was of opinion that their entrance into the Legations would have been impossible had it not been for the friendly Chinese. After the entry the city was in a state of anarchy for some time, and it was nearly a week before the Chinese troops and Boxers were cleared out and some degree of order was restored. He considered that it was a great tribute to our administration in Peking that the British quarter was so popular. The British quarter was fullof busy tradesmen and was very populous, while some of the neighbouring quarters were nearly deserted. This state of things he attributed to our experience in dealing with Orientals. A great mistake made by the Germans was to billet their troops upon the Chineso inhabituats, but the British recognised that for the health of the troops the best and most open parts of the city should be selected for permanent quarters. It was found necessary to winter in Peking, and the troops were supplied with warm clothing, most of which, he believed, came from Canada. Captain Steel went on to say that with one or two exceptions no European had ever penetrated into the Forbidden City until | involving his country in difficulties with the the triumphal entry of the allied troops. It was guarded from the first by the Japaness and the Americans, and later on when order had been restored it was thrown open to sightseers on two days in the week. Some excellent limelight views of the Forbidden City were thrown | person. on the screen as well as several of the Summer Palace, which was held by the British and the lecturer thought that of all the international the most workmanlike and the best organised. He had an opportunity of judging the Japanese in act on, and he thought that the description that they were like little terriers with rate was very applicable to them.

RUSSIAN RULE IN CHINA.

A Daily Chronicle correspondent writes :-In spite of the latest official denials, the danger of Monchurin's ceasing in name, as it minerals and precious sones, a white man's have seen many a litter of pigs fed with moreland, a wheat-growing country, Manchuria is well, with more civilisation. a valuable possession. It was China's, and The Trans-Siberian Railway is Russian, very possession being nine-tenths of the law, is much Russian, and columns have been written Bussia's. Do we in England understand what about its value, commercial and otherwise. It this means? "After all," as I heard remarked is guaranteed by the Russian Government, who the other day, "we can't help it; Russia is pay all deficits, consequently the Russian officials geographically too strong, and the country is at | do not trouble to work it for a profit They least passing from an uncivilised to a civilised prefer a loss, it is less bother. It is necessary

the horrors of Blugovestchensk, but a personal | their charges are not only exerbitant but very friend of mine is a witness to their reality. On capricious. Trucks taken from A to B cost ton his way to that city while two days' journey roubles, from B to A twenty, although in the down the river he saw floating on the water the first case the trucks were loaded and in the corpse of a Chinaman. Then be passed another second empty. And the business methods of and another; then two together tied by their the Trans-Siberian may be gauged from the pigtails; then more, until as he drew near the following example. A box containing some city the drowned bodies by so thickly to gether | buttlesof beer was sent along a few "versts" of the that the whole broad sweep of the river was one line. The ticket was unfortunately lost. When this letter the Vicercy sent the following dark mass of floating deed. Tied together by the Chinese "bry" went to claim the box, which their pigtails, and many of them horribly was lying there before his eyes, he was told mutilated, the dead Chinese in their hundreds, that there was no proof of ownership, and conof the joint letter from the missionaries, male in their thousands, stretched from back to bank, sequently he couldn't have the box without a moving river of the dead. In the spring showing the ticket. As the contents were of 1901 another friend of mine was travelling in | not of much value nothing more was said Manchuia. He was accompanied by his Three months later the railway sent in a bill Chinese compradore. When they left the rail for storage. "But," my friend remonstrated, way line and struck across country in carts, "you said there was no proof of ownership, the land became suddenly dead, each village and now you send in a bill for storage. How as they entered it was deserted. Signs of life, do you know the box is mine?" "Oh, we recent life, were there in plenty, loaves know it's yours, because your boy asked for of bread in the ov.ns, pigs in the yards, it." "Then if you know it is mine, will you fires in the houses, but no people, not a sign of let me take it away?" "Not without the mun, woman, or child. He had come on ticket." Absolute refusal to give up the box, business, to buy pigs' bristles, and in order to but imperious demand for the money. Proof buy it was necessary to find someone to sell, but of ownership sufficient for the bill, not enough no one was there. The first day they wondered, for the box. The bill was paid of necessity. the second they consulted, and then the com- It probably would have been sort in and paid stay a long way outside the next village quite | and bribed a man, who bribed a railway employee hidden, and let him go on alone? The master tol get into the warehouse where the box was could and did The compradore went on by him-Self. After a while he returned smiling, and they drove into a populated village in triumph. America, and the Churches are also labouring The explanation was simple, but sufficient. The Russians had occupied Manchuriafor a year, and the Chinese were acquainted with their rule. Seeing a white man coming towards the village, they naturally mistook him for a Russian, and fled, man, woman, and child, leaving all their earthly possessions behind them, hoping perhaps that he would be content with loot, and world will despise it and act in direct defiance leave life alone.

my friend completed his business and started be compared with any of the European back, leaving his purchases-worth a large sum of money, piled together in a Chinese village, covered with a tarpaulin and guarded only by a Chinese watchman, whom he had hired for the purpose. I should mention that all this while | though China is exceedingly weak, she is strong he had carried about with him the necessary in comparison with Portugal. It surprises us purchase money in silver dollars. He was travelling alone, among the Chinese, with a and China has been so silly as to accede to ber Chinese servant, and he said it was only while | demands. In the 13th year of Kwang Hau, China he was on the railway, and under the special consented to the permanent occupation of Macao escort of a guard of Russian soldiers, that he had any fear for his money or his life. Once back in Siberia, he went to the manager of the railway to enquire about the transportation of his purchases; and the Russian manager of the Russian railway advised him "as a friend" not to have the goods sent by rail, because they would probably be stolen. So they came by boat, by Chinese boat, and not so much as a dollar's worth was missing.

Vladivostock is a Russian town. It is not inhabited by criminals, whother political or otherwise, but by Government officials, soldiers, merchants and coolies. And the same conditions of life and trade which exist there will no doubt repeat themselves in Manchuria when Russia has "civilised" the Chinese into a state of complete subjection. By the grace of the Tsar foreigners are allowed to live and trade in Vladivostock: Lut the Governor can deport any person or persons he thinks fit at twenty-four hours' notice-no reasons given. This power, which is absolute, has some curious results, and proves a large source of income to the Governor. I was much surprised one evening at the serious effect produced by what I thought an item of mere local gossip. "The Governor had been losing heavily at cards." But I altered my opinion a little while after when a Russian official came into the office and remarked, in substance, if not in actual words, "You're Jones and Co. Ah!" turning to a list in his hand, "The Governor is raising a subscription for a bust of the Tsar; you are down for 1,000 roubles. Pay up." The money was paid and promptly. But the bust has not yet arrived.

standalle. No Russian official receives an adequate salary, and he is therefore forced to make it up in bribes or blackmail-in exactly the same manner as the uncivilised Chinese official, with the sole difference that the Chinese official cannot deport foreign settlers at twenty. four hours' notice, no reasons given, without Emis ssy of the foreigner.

The whole question of a peaceful, not to say successful, life in Siberia is one of knowing how to bribe; and failure is equally simple : you may not bribe enough, or you may bribe the wrong

It should also be borne in mind, though a matter of less importance, that the pay of a Italians during the occupation of Peking. The Russian soldier is 45 kopeks (about 103d.) every two months. And us he is not in a position, like ming, and the washing of clothing and of troops in Peking the Chasseurs d'Afrique were his officers, to increase his income by bribery, he does it mostly by stealing. The common soldier is treated like a brute, and he seems, indeed, nothing but a human snimal. I cravelled for some days on board the same boat with one of the regiments of the Manchurian Army.

The soldiers occupied the main deck. Twice every day they were fed. Several large tin foot-baths, containing a thin watery-brown porridge mess, were brought on to the deck and set down at intervals. The men crowded round has long ceased in fact, to form part of the these in companies, sitting on their haunches; Chinese Empire has not passed away. Rich in | each one was provided with a wooden spoon. I

to beg and implore, and of course to bribe, in It is not necessary to repeat here the tale of order to induce them to carry goods at all. And pradote said he had a plan. Would the master ad infinitum, had not the Chinese boy known stored, and smash it out of existence.

CHINA AND PORTUGAL.

When a country is strong, all the other

countries in the world respect it and dare not form any sinister designs upon it, says the Tung Wen Hupao in an article which the Shanghai Mercury translates. But if a country is weak, even the smallest country in the of it. It is known to every man in the After several weeks of travel and adventure street that Portugal is a country not to Powers. And yet, instead of bearing her own weakness in mind, Portugal has had the audacity to made impudent demands upon China, in the same manner as the great Powers do. Now not a little that Portugal has been to audacions nd of its dependencies by Portugal. Since then the Portuguese Minister has repeatedly taken advantage of this consent to suggest to the Chinese Government that the two countries should appoint a joint Commission to delimit the boundaries between Macao and its dependencies and Chinese territories. Though the Chinese Government has rejected this suggestion the Portuguese, Minister does not consider the matter as being finished. He only temporarily allows the matter to sleep until a better opportunity should arise. The Chinese Government however seems to be delighted at this temporary abandonment of the Portuguese demand in regard to the delimitation of the boundaries between Macao and Chinese territories. In a recent memorial to the Throne, the Chinese Gvernment says that it has spent several months' time in negotiating with the Portuguese Minister, Sr. Branco, before succeeding in getting him to consent to the abandoning of the delimitation question, and that the chief result of its negotiations with the Portuguese Minister is that China has consented to Portugal constructing a railway from Macao to Canton in return for the latter's consent to the establishment of a branch

Custom House at Macao by China, In settling the matter in this manner, the Chinese Government, we are inclined to think has committed a great mistale. China is both able and within her rights to establish a Custom House at Macao even without the consent of Portugal. With regard to the railway from Macao to Canton, if China flatly refuses to let the Portuguese build it they cannot do her any harm. The argument that the Portuguese Minister brought After all, the Governor's actions are under- forward in support of his demand for the Macao Canton railway concession is that Portugal desires to extend her trade at Macao. But this argument is only a plausible one, for the failway would benefit the trade of Macao just the same, if it were to be built by China herself. | Bervice a special class of ships, carrying nothing trade of Macao can be benefited? We fear that us soon as the construction of the Macao-Canton railway is completed Portugal will again bring forward the demand that a joint Commission te appointed to delimit the boundaries between Macao and China's territories. What means the Chinese Government will employ to reject this demand remains to be seen.

THE CHOLERA IN MANILA.

The water of the Pasic river at Manils has been found to be impregnated with cholera bacilli. The health authorities are convinced that the use of this water for bathing, swim animals for food has been the chief if not the only source of infection, as cases have occurred chiefly among people having to do with the river and the esteros. sailors and boatmen; and they are reported to have in mind the temperary restriction of the use of the river water for a few weeks until such time as the dauger of an epidemic of cholera is over.

THE MAIL CONTRACTS.

In the House of Commons on the 11th ult. Sir Henry Fowler asked the Postmaster-General whether any arrangements have been come to with the Russian Government for the conveyance of British mails to Chica and the Far East by the Trans-Siberian Railway, having regard to the great saving of time effected in transmission by this route; and whether the mails from Germany to China are carried by the Traps Siberian route?

Mr. Austen Chamberlain stated that he is in the conveyence of British mails to China and the For East by the Trans-Siberian Railway, but has not yet been able to settle terms. He added that he had reason to believe that German mails Trans-Siberian route.

During the debate on the Post Office vote Mr. Culdwell referred to the India and China mail contracts and the slow speed of the British vessels. The P. and O. he stated, had the slowest mail steamers going either to India. China, or Australia. The rate was 121 knots, then the German boats; and the reason was to affairs. be found in the fact that the P. and O. Company obtained such a large subsidy from the Post | mental committee would merely consider the Office that they were able practically to drive renewal of the contract with the P. and O. every competitor out of the field. Nearly 49 | Company, or would also have power to consider days were taken to reach Peking, as against 19 | the question of the better conveyance of mails days by the Siberian Railway. This important to India, Australia, China, and the Eastern mail service ought to be as speedy as any seas. He thought they should do away with service starting from Germany, Eussia, or any | the subsidy altogether; and in any case he could other part of the Continent of Europe. Germany | not see that the P. and O. Company had any was our main competitor with regard to trade in | peculiar claim on the consideration of the Chinn, and if she could send her letters in 19 days | Government. Would any opportunity be given and we required 40 days it was obvious that this | to other companies to make an offer? country was placed at a disadvantage. If there had been quicker muil vessels to Bombay there | delighted to hear from any company which was would not have been the same inducement as existed now to start a railway to the East by the Bagdad route. When the contract was made it was stated that competition would oblige the company to keep up with increases of speed on other lines. This prediction, however, had not been realised, and he hoped the Postmaster-General would press the company for an improvement in this matter. He was sure that if a contract was offered to other people they would build vessels to steam 20 knots. Then, as far as China was concerned, there was the Siberian Railway. Even at the present speed of 19 miles an hour the distance was covered in 19 days; but the speed could easily be increased so as to complete the journey in ten days. Letters to China and Japan must eventually go by that route, so that there was no need to

think about renewing the contract by sea.

Mr. Austen Chamberlain, agreed that this was one of the most important mail services. Notice had been given to terminate the existing contract, under the provisions of the contract, in order that the Government might consider what arrangements might be made for the future. It was a service in which Australasia and the Government of India and our colonial dependencies in the Far East were interested as well as ourselves, and they would have to be consulted. They, as well as the Post Office at ome, shared the desire of the hon, gentler that in the new contract we should obtain greater speed at a lower price. A great number of questions, some of them of great importance, arose under this contract; and he proposed to rafer them for consideration, in accordance with precedent, to an inter-departmental committee, in which the other offices concerned, the India Office, Colonial Office, Admiralty, and others, would be represented. Wherever it was possible he preferred to send British mails by British routes: but if the Siberian railway offered a regular service which was much more expeditions than we could obtain by sea he had no doubt we should be obliged to make use of it. Communications were now passing with the view of seeing on what terms the Siberian train service would be at our command for the purpose of sending mails to Peking and the Far East. The Government had not yet been able to come to any agreement with th authorities, and he was therefore not able to make any more definite statement on the subject. It was suggested that the Post Office followed some foolish notions of its own in regard to the services to the Admiralty to be covered by the mail subsidy. It was entirely for the Admiralty to say what ships were required as armed cruisers or mercantile cruisers. The only desire of the Post Office in this matter was to make the service as useful as it could be made to the nation in all respects and the Committee would rightly blame them if in making a mail contract involving payment of a considerable embsidy they did not consult the Admiralty as to any conditions they would like to have inserted. Nothing was paid for ships for naval purposes which the Admiralty did not think worth having. Messrs. Holt's offer, which had been referred to, was to build for a portion of the Why should it be built by Portugal before the but mails and the attendants. Whether arrange ments of that kind would be very fruitful and what margin of stuff they would have to allow for sickness on the voyages the Committee could form as good a gu as as he could; but an interdepartmental committee had come to the conclusion that it would be undesirable to entertain this service because it would be useful for the mails only, and afford no correlative or collateral ... cantago such as our ordinary mail services did,. would be more expensive. There were many quintions which would have to be carefully considered before a new contract was made; and he had little doubt, if they could not fulfil all the expectations that were entertained in some quarters, that at all events they would be able to secure a better service than it was possible to obtain when the present contract was entered

> into five years ago. Mr. Henniker Heaton said until 1861 the

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negatiation with the Russian Government for | mail subsidies were always charged to the Admiralty, and he thought the Committee would agree that the whole of the mail service to India should not now be charged to the Post Office. We also paid large sams for mail for China were likewise not yet forwarded by the | services in other parts of the world which should be charged to other departments than the Post Office. The P. and O. Company fulfilled their contract to the letter, but he hoped the right hon, gentleman would get botter terms. But did he expect competition? (Hear, hear.) The P. and O. Company only feared French and German competition. It was useless to suppose a slow speed which was altogether inconsistent. I that they would get British competition against with modern requirements. It was much less | the P. and O. Company in the present state of

Mr. Buchanan asked whether the depart-

Mr. Austen Chamberlain said he should be prepared to make an offer.

Mr. Coldwell continued the discussion, and was still speaking at midnight, when progress was reported, and the House resumed.

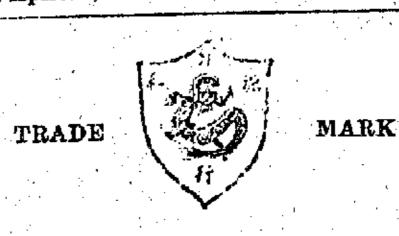
AMERICANS BATHE IN BEER.

The following is taken from the Cablenews of Manila :-

Mr. Dave Mann, well known in Manila and who for a long time was associated with E. C. McCullough and Company, has returned from Aparri and has quite a tale to tell regarding cholera conditions in the neighbourhood of that city and in the Cagayan valley generally. Mr. Mann stated that the country is simply full of cholera and that while the medical department, under the direction of Dr. Miller, has done everything in its power to check the spread of the dread disease, the conditions in the Ejector Brass Cases. 7.50 outlaying towns is to say the least deplorable.

"This is especially true," said Mr. Maon, "of the towns of Lallo, Igir and the barries surrounding Aparri and these places. In A parri it is certain that the wells are infected with cholera germs and for the past five weeks Americans have drunk nothing but beer, and warm beer at that, and I myself even washed in the amber fluid. It seems that there is a lack of the necessary medical supplies to properly disinfect and otherwise fight the disease, but Dr. Miller has worked night and day together with his assistant, in trying to check and stamp out the scourge. Some of the scenes around Lallo and Igig beggar description. The people seemed dazed and almost careless of the frequent cases and heavy mortality among them, and they are virtually helpless so far as exerting themselves to either ward off the sickness or put a step to its further progress, but the Board of Health and the people have virtually cleared this town out and the others will be thoroughly policed as soon as the necessary medical supplies have been received.

Major Carter is advised of the condition of affairs in the north and is sending several doctors with umple supplies to the scene of the cholern outbreak and supplies have already been forwarded. The communication between Manila and Aparri, however, is limited, as the steamers plying on the northern run are few and far between and it is probably owing to this fact that supplies already shipped had not reached their destination at the time Mr. Mann left Aparri. 🦸



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Hongkong, 12th June, 1903. THE AMERICAN SYSTEM ENTISTRY.

DR. M. H. CHAUN. Tugnegarae was another badly infected place, 27, DES VŒUX ROAD CENTRAL HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 10th March, 1903. DUINART PERE & FILS, REIMS

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THE ANNUAL MEETING of WOR SHIPPERS at the Peak Church will be ST. PAUL'S COLLEGE, on THURSDAY, 18th JUNE, at 5.30 P.M.

BUSINESS. 1. To pass the Accounts.

2. To adopt the Report. 3. To cleet a Committee. F. T. JOHNSON, Hon. Secretary.

Hongkong, 16th June, 1903. FOR YOKOHAMA AND KOBE.

THE Steamship

"AMBRIA," Captain Duckstein, will be desputched for the above ports TO-MORROW, the 17th inst., at For Freight, apply to

HAMBURG AMERIKA LINIE, Hongkong Office. Houghoug, 16th June, 1903. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. INTHE Company's Steamship

"HAITAN." Captain Roach, will be despatched for the above ports on THURSDAY the 18th inst, at 11 AM For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.,

General Managers. Hongkong, 16th June, 1903. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THITHE Company's Steamship

"YUENSANG." Captaiu S J. Payne, will be despatched as above on FRIDAY, the 19th inst., at 4 P.M. This Steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO. General Managers. Hongkong, 15th June, 1903.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"AMBRIA," Captain Duckstein, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from

alcugside. Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. To-DAY, the 15th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Codown Company, Limited, and stored at Consignees' risk and

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered efter the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 15th June, 1993

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

INTHE Steamship

"PREUSSEN," OF THE NORDDEUTSCHER LLOYD. having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th June will be subject to rent.

All broken chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 22nd June at information. 9.3) A M. All Claims must reach us before the 19th

June, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by the

undersigned. NORDDEUTSCHER LLOYD. MELCHERS & CO. Agents. Hongkong, 15th June, 1903.

AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, ADEN. BOMBAY, COLOMBO, PENANG AND SINGAPORE. TIME Steamship

"TRIESTE" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. This Vessel brings Cargo:-

From Trieste ex s.s. Imperator, transhipped at Bombay. Ontional Cargo will be discharged here mless | Rs. 126/- set of twelve. notice to the contrary be given immediately. · No Claims will be admitted after the Goods have left the Godowns, and all Claims must be Rs. 168/- set of sixteen. sent in to the Office of the undersigned before

NOON, on the 21st of June, or they will not | Rs. 231/- set of twenty-two. be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st of June will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & CO.,

Agents. Prince's Buildings. Hongkong, 15th June, 1903.

ADVERTISEMENT AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE. THE Steamship

"MOEAVIA" laving arrived, Consignees of Cargo are hereby informed that their Go ds are being landed at their risk into the Godowns of the Hongkong | CONSTANT CHANGE OF PROGRAMME and Kowloon Wharf and Godown Co., Limited, whomas delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be

sent in to the Office of the u. der iveed before Noon, on the 21st June, or they will not be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st

of June will be subject to rent. Bills of Lading will be countersigned by

SANDER, WIELER & CO., Agents. Hongkong, 16th June, 1903. AUCTION >

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction. FOR ACCOUNT OF THE CONCERNED, TO DAY (TUESDAY),

the 16th June, 1903, at 11 a.m., at their SALES ROOMS, No. 8, Des Voor Road, Corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE.

Comprising: SINGLE IRON BEDSTEADS with WIRE and HAIR MATTRESSES Complete, One Larg WOODEN HOME-MADE BED. CAMP BED, PICTURES. TIENTSIN / THIS Company's Offices are Established at CARPETS, CHAIRS, &c., &c.; Nos. 20 and 21, CONNAUGHT BOAD

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HUGHES & HOUGH. Auctioneers. Hongkong, 15th June, 1903.

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GOVERNMENT NOTICE.

TT IS HEREBY NOTIFIED that the Sale L of POSTAGE STAMPS at the Stamp Office will be DISCONTINUED after the 30TH INSTANT.

All such Stamps for Revenue purposes can be obtained at the General Post Office. A. M. THOMSON. Collector of Stamp Revenue

Hongkong, 10th June, 19 3.

EQUITABLE: LIFE HENRY B. HYDE, Founder.

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Hongkong, 21st May, 1903 VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING will be held in the CLUB GYMNA-SIUM, Kowloon, on THURSDAY, the 18TH INST., at 5.45 P.M.

FRANK W. WHITE, Hon. Secretary.

Hongkong, 12th June. 1903.

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Every night, commencing on 13th June, a Raffle will be drawn for Three Prizes (good Silver Watches and fine Clook.). Numbers for the Raffle will be given FREE at the time of purchasing Tickets of Admission. The Prizes will be distributed on the ground. On account of the severe heat, the day performance has been discontinued.

Hongkong, 12th June, 1903. NOTICES OF FIRMS CHINA COMMERCIAL STEAMSHIP

司及限有船輪華中 THE OFFICES of the above Company have

COMPANY, LIMITED.

been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2ND FLOOR. Hongkong, 21st March, 1903. CHINESE AMERICAN COMMERCIAL COMPANY,

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opposite Douglas Pier. Honkgong, 1st May, 1903. NOTICE. THE Firms of KIM SENG LEE & CO. H of Bangkok, and KIM HONG JOO, of

Hongkong, having Dissolved Partnership, the Firm of KIM SENG LEE & CO. gives notice that it will NOT be RESPONSIBLE for any DEBTS contracted by the Firm of KIM HONG JOO from this date nor during the nine years' existence of the Partnership. KIM SENG LEE & CO. Hongkong, 11th June. 1903.

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Hongkorg, 1st January, 1901.

Manager.

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PHILIPPINE ISLANDS. Capital paid in Gold \$4,000,000 Surplus (Reserve) Gold \$4,000,000 Total Gold \$8,000,000 £1,640,000 Capital & Surplus authorised, Gold \$10,000,000

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HONGKONG BRANCH 20. DES VŒUX ROAD CENTRAL. CHARLES R. SCOTT, Manager. Hougkong, 23rd May, 1903.

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INCORPORATED BY BOYAL CHARTER 1853 HRAD OFFICE-London. CAPITAL PAID-UP.....£800,00 RESERVE LIABILITY OF SHARE-

INTEREST allowed on Current Account at the rate of 2°/, per annum on the Daily balan so On Fixed Deposits for I2 months 4 per cent.

T. P. COCHRANE, Acting Manager. Hongkong, 18th May, 19.3.

TATHE MERCANTILE BANK OF

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Hongkong, 23rd May, 1903. PUSSO CHINESE PANK.

ORGANISED UNDER IMPEBIAL DECREE OF

EVAN ORMISTON,

Acting Manager.

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> THE BANK OF SOUTH CHINA. TEMPORARY OFFICES

(WHILE NEW OFFICES ARE BEING BUILT) VICTORIA HOTEL BUILDINGS, Ice House Street. Hongkong, 30th March, 1903.

TITHE BANK OF TATWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPRILAL CHARTER.) PAID-UP CAPITAL 2,500.00 HEAD OFFICE: TAIPER. FORMORA. HONGKONG OFFICE: 4, QUEEN'S ROAD

(facing Doddell Street). BRANCHES: -- AMOY. KOBE. TAINAN. HONGKONG-INTEREST ALLOWED. On current account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 5% per Aunum

S. SHIGENAGA, Agent Hongkong, 2nd February, 1903.

BANKS

HONGKONG SAVINGS BANK.

WHE Business of the above Bank is couducted by the HONGKONG AND SHANG. HAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 34

PER CENT. POT annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong and SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghal BANKING CORPORATION. J. R. M. SMITH,

Chief Manager. Hongkong, lat May, 1902.

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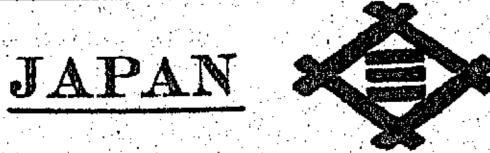
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THE NAVY LEAGUE AND THE ANGLO-JAPANESE ALLIANCE.

The annual general meeting of the Navy League was held at the United Service Inst tution, Whitehall, on the 14th ult. Mr. Yerburgh, M.P., Fresident of the League, in the chair. The report stated that during the past year the progress of the League had been steadily maintained at home and over sea, while its organisation had been copied more and more abroad. The committee regretted that the importance of retaining command of the was presented in written form to prove the sea was but importectly understood, and the economic danger which must menace Great Britain in a great naval war was persistently under-rated. The committee found much to approve in the Admiralty policy, and expressed their satisfaction at the formation of the new characters standing for "northern capital." naval port at St. Margaret's Hope.

the report, said a very striking testimony to the Peking, received a report from a subordinate value of their work was shown by the fact that | addressed to him at "Pekin." The great many of the admirals on the Retired List had scholar returned it indersed: "Her Majesty joined the League. In the Colonies they had | does not maintain a legation in any city of that aroused a deep interest in the Navy, The name." Another authority quoted was Dr. S. objects of the League were to educate the people Wells Williams, who said in his cyclopædic as to the advantages of the Navy being of work, The Middle Kingdom: "This word sufficient strength to meet any possible combina. should not be written Pokin. It is pronounced tion that might come against us, and also to Peiching by the citizens and by most of the watch the policy of the Admiralty. During the people north of the great river." past year there had not been much done by the Admiralty that required criticism; but a good deal was done of which they could approve.

Mr. H. SEYMOUR TROWER, in seconding the motion, spoke of the value of our treaty with the Japanese. He congratulated the country that the last of the old ships armed with muzzleloaders had disappeared from the active list.

Mr. ARNOLD WHITE moved an amendment that the words "much to criticise" should be substituted for "little to criticise" in the report. He believed that the terms of amity which existed between the Admiralty and the Executive of the League had weakened its position. After some further discussion the CHAIRMAN amendment, which he agreed to. The report H. A. Giles. Professor of Chinese at Cambridge, was then adopted.

at the annual dinner of the League, held at the | Cordier of the French Academy and College de Hotel Cecil. Viscount Hayashi, the Japanese France, Paris; Dr. O. Francke of Dresden, Minister, was the principal guest.

Admiral Sir E. FREMANTLE, in replying for the Navy, said he had witnessed a good deal of the British Museum and Professor of Chinese the work of the Navy. Young as that Navy at King's College, London, wrote to Miss was, little as was its experience of modern warfare, his opinion was that no ships could be better commanded, no equadrons better managed, and no war better conducted, whether from the naval or military, side, than that conducted by the Japanese forces during the war with China (Cheers.) If the time should come that we should join with our ally, we should be able to work thoroughly as Englishmen. (Cheers.)

The PRESIDENT, in proposing the toast of "Our Ally," said that when, last year, the alliance with Japan was announced, here and there a discordant note might have been heard from some fanatical devotes of "a splendid isolation," but those notes were drowned in the the alliance was welcomed. It was not to be wondered at that this was so, because of the strain and the stress of the last few years in the Far East, where this country had such a great stake. We might well be proud of ourally, and Britisher might depend upon it that when the time co e Japan would be found to be staunch: (Hear, near.) It was not surprising it should be discovered that the interests of Great Britain freedom of trade in China meant for Great Britain meant freedom of trade for Japan and the whole world.

Viscount HAYABHI thanked the company for the cordial manner in which the toast had been proposed and accepted. He took the opportunity to thank Sir E. Fremantle for the complimentary terms in which he had alluded to the Japanese Navy. In whatever position the Japanese Navy stood, they felt gratitude England for organising them. (Cheers.) The Treaty of Alliance was but the documentary evidence of the mutual respect, cordial sympathy, and true similarity of interests which undoubtedly prevailed between the two countries. Even before that treaty was concluded their relations were such that in trying periods they were acting together always in the cause of justice and peace. Since the conclusion of the Alliance the events concurring in the Far East from time to time had tended to force our relations if possible into still closer and more definite bonds. Might the two countries stand side by side always to maintain the just and right interests of the two countries !

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"PEKING" OR "PEKIN."

The United States board of geographic names at its last regular meeting decided that Peking was the correct form in English to indicate the northern capital of China, thus reversing the decision of February 3rd, 1897. when the Board voted to shorten it to the Cantonese dialect sound " Pekin." Miss 2 E. R. Scidmore has conducted the campaign against the Board for " Peking," and failing to secure a hearing to argue the case, a mass of testimony right of the "g."

Miss Scidmore then marshalled all the English-speaking sinologues, living and dead, to prove that "Peking" was the only correct and possible transliteration of the Chinese Not one of them permitted the use of "Pekin." The CHAIRMAN, in moving the adoption of Sir Thomas Wade, while British Minister at

Sir Robert Hart, Inspector-General of the Chinese Customs Service, himself a most critical sinologue, has always used the form "Peking," and the cancelling dies of the Chinese post-office at the capital are "Peking." Consul Playfair in his list of Chinese place names gives "Peiching or Peking" as the transliteration. The text books and dictionaries of Giles, Morrison, Bullock, Legge and Wade all give " Peking."

At the meeting of the International Oriental Congress at Hamburg last September, Miss Soldmore passed a paper to the leading Chinese scholars asking how the capital of North China should be spelled in English publications, and appealed to Mr. Arnold White to withdraw his all wrote "Peking." Among them were Dr. England; Dr. F. Hirth, Professor of Chinese Mr. YERBURGH, M.P., subsequently presided at Columbia University, New York; M. Henri

> Robert K. Douglas, Chinese Curator of Scidmore :- "I quite agree with you that Peking ought to be spelt with a final 'g.' The 'g' is plainly sounded, and the whole word so pronounced has the meaning ' northern capital.' Pekin has no significance, and is altogether meaningless in this connection."

Special Commissioner Rockhill would not permit the "g" to be dropped from his Peking in the Government printing of his official report, and sent Miss Scidmore a long letter which expressed his mind not only about "Peking," but as to other decisions of the

Mr. F. D. Cheshire, for many years Chinese Secretary of the United States Legation in Poking, was equally positive. 4" Permit" me," chorus of appreciation with which the news of he wrote, "to say most emphatically that the official and only recognised form I know is Peking. In the original text (Chinese) the 'g is distinctly pronounced-in the northern mandarin or official language Peiching, and the southern mandarin, Poking. The latter form was no doubt originally used by the sinologues as approaching nearest to an adequate representation of the spoken sound in the official dialect most extensively known-namely, the and Japan were one and the same. What southern mandarin. Peking is the Cantonese pronunciation, and in no wise official any more than the Swatow, Amoy, or Fonchow pronunciation would be regarded as official. No Chinese scholar would in my opinion spell the name for the capital of Chica without the 'g."

Miss Scidmore's communication was sent to the Board previous to its regular meeting in considered the evidence for "Peking.". appears that there was none for "Pekin" The Board finally brought the subject to a vote, and, reversing its decision of February, 1897, puts the U.S. Government in line with the world's best usage again.

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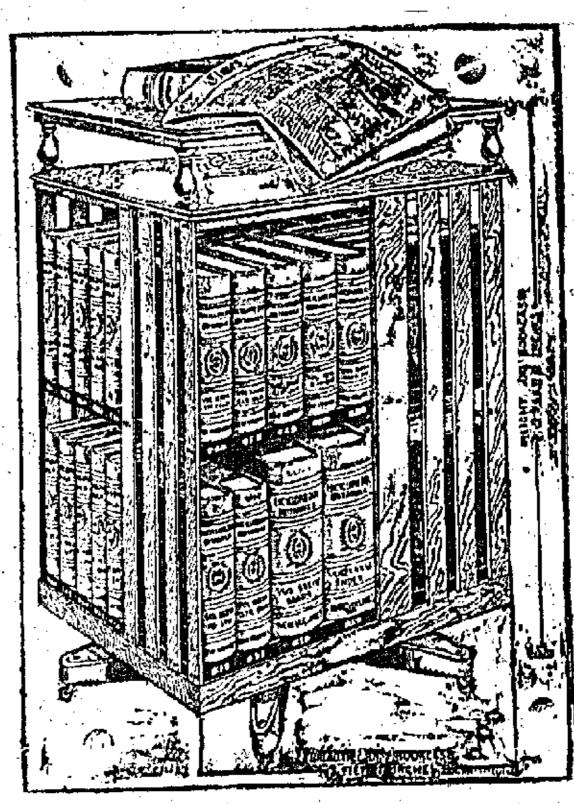
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from New York for Anjer. May 24, British str., Parco from Loudon for Singapore. May 26, Dutch str., Merapi, Udema, from Rotterdam for Batavia.

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Agents. Hongkong, 9th June, 1903. · [1667 THE EAST ASIATIC COMPANY,

DAVID SASSOON & CO., LD.,

LIMITED. FOR SHANGHAL PORT ARTHUR AND TONGKU:

THE Danish Steamer "PRINS VALDEMAR," Captain Keck, will be ready to load on or about TUESDAY, the 16th inst.

For Freight or Passage, apply to MELCHERS & CO., Hongkong, 11th June, 1903.

VESSELS ADVERTISED AS LOADING.

TOBE DESPATCHED POR FREIGHT APPLY TO DEST. NATION 20th inst., at Noon. W. W. Conke ... P. & O. S. N. Co. Brit. str. LONDON, &C., VIA PORTS OF CALL CRUSAN McGrecon Bros. & Gow 23rd inst. ONDON & ANTWERP VIA SUEZ CANAL GLENFARG Brit. str. Holman About 26th inst. LONDON & ANTWERP. VIA SINGAPOBE, &C. CARTON Brit. str. Lockstone P. & O. S. N. Co. GIBB, LIVINGSTON & Co ... About 2nd July. LONDON VIA SUEZ CANAL BENLOMOND ... Brit. str. Mutton BUTTERFIELD & SWIRE ... To-day. LIVERPOOL Hyson Brit. str. ************** BUTTERFIELD & SWIRE ... 22nd July. LIVERPOOL PROMETHEUS ... Brit. str. MESSAGERIES MARITIMES To-day, at 8 A.M. Fren. str. Guigues MARSEILLES. &c., VIA PORTS OF CALL OCKANIEN About 20th inst. MELCHERS & Co. ... P. MARIE Dan. str. Berentzen MARSEILLES, HAVRE, C'HAGEN, &C. BUTTERFIELD & SWIRE ... 23rd inst. Brit. str. MARSEILLES, LONDON & ANTWERP. ANTENOR NIPPON YUSEN KAISHA ... 27th inst., Daylight. MARSEILLES, LONDON &C., V. S'PORE, &C. KAWACHI M Jap. str. H. Fraser BUTTERFIELD & SWIRE ... 7th July. Brit. str. MARSEILLES, LONDON & ANTWERP... ALCINOUS BUTTERFIELD & SWIRE ... MARSEILLES, LONDON & ANTWERP. Petros : (Szit. 6tr.) BUTTERFIELD & SWIRE .. 4th August. Brit. str. MARSEII LES. LONDON & ANTWERP... STENTOR BUTTERFIELD & SWILE ... 18th August. MARSEILLES. LONDON & ANTWERP... Brit, str. DARDANUS MELCHERS & Co. 25th inst., at Noon. ROON tler. str. G. Moiners BREMEN, VIA PORTS OF CALL HAMBURG-AMERIKA LINIE 20th isst. STRASSBURG ... Ger. sir. Madseu..... HAVRE & HAMBURG HAMBURG-AMERIKA LINIE let July. SUEVIA Ger. str. Borck HAVRE, BREMI N& HAMBURG...... HAMBURG-AMERIKA LINIE 15th July. Jalurg NURNEERG Ger. str. HAVRE & HAMBURG HAMBURG-AMERIKALINIE 29th July. Wunzbung Ger. str. v. Binzer HAVRE & HAMBURG HAMBURG-AMERIKA LINIE 12th August. HAVRE & HAMBURG BADENIA Ger. str. Roroen SANDER, WIELER & Co To-morrow, P.M. Aus. str. Soich..... MORAVIA..... TRIESTE, &c., VIA SINGAPORE, &c. SANDER, WIELER & Co. .. 26th iest., P.M. VINDOBONA .. Aus. str. | Cobol TRIESTE, &c., VIA SINGAPORE, &c. About 5th July. BRADLEY & Co... H. Linche.... Rus. str. * ********** SHEWAN, TOMES & Co. ... 18th inst. Williamson ARARA.... Am. str. NEW YORK, VIA SUEZ CANAL..... DODWELL & Co., LD. About 24th inst. NEW YORK, VIA PORTS & SUEZ CANAL C. TIBERGHIEN Brit, etr. McGregor Bros. & Gow 9th July. NEW YORK, VIA SUEZ CANAL..... GLENESK Brit. str. Rafferty CANADIAN PACIFIC R. Co. 24th inst., at Noon. E. of India ... Brit. str. VANCOUVER, VIA SHANGHAI, &c...... CANADIAN PACIFIC R. CO. VANCOUVER, VIA SHANGHAI, &c. TARTAR Brit. str. VICTORIA (B.C.) & SEATTLE VIA N'SARI, &C. MACHAON Bit. str. BUTTERFIELD & SWIRE ... 14th July. VICTORIA (B.C.) & SEATTLE VIA B'HAI, &C SHINANO MARU Jap. str. | W. Thompson .. | Nippon Yusen Kaisha ... To-day, at 4 P.M. VICTORIA (B.C.) & TACOMA VIA JAPAN OLYMPIA Brit. str. Truebridge DODWELL & Co., Limiter 24th inst. VICTORIA (B.C.) & SEATTLE VIA S'HAI, &c. TOSA MARU ... Jap. str. | A. Christiansen Nippon Yusen Kaisha Ginn, Livingston & Co... 1st July. EASTERN Brit. str. Ellis AUSTRALIAN PORTS CHINGIU Brit. str. Butterfield & Swire ... 4th July. YOKOHAMA & KOBE AMBRIA Ger. str. Duckstein HAMBURG-AMERIKA LINIE To-morrow, Noon. YOKOHAMA & KOBE TRIESTE Aus. str. Mecozzi SANDER, WIELER & Co.... 18th inst., at Noon. Borton J. S. VAN BUREN MOJI, KOBE, MANZANILIC, MEXICO &C. CLAVERING ... Brit. str. KOBE & YOKOHAMA SANUKI MARU Jap. str. W. Townsond ... Nippon Yusen Kaisha ... 19thinst , Daylight. About 20th inst. KOBE Brit. str. | Longdon P. & O. S. N. Co. 25th inst, at Noon. KOBE KINSHIU MARU Jap. str. F. L. Pyne NIPPON YUSEN KAISHA ... NAGASAKI, KOBE & YOKOHAMA..... YAWATA MARU Jap. str. A. E. Moses NIPPON YUSEN KAISHA To-morrow, Noon. BUTTERFIELD & SWIEE TIENTSIN ... Kweiyang ... Brit. str. SHANGHAI, PURTARTHUR&TONGKU P. VALDEMAR Dan. str. | Fook MELCHERS & Co. Quick despatch. A bout 20th inst. BALLAARAT .. Brit, str. F. R. Summers P. & O. S. N. Co. About 26th inst. SHANGHAI, KOBE & YOKOHAMA JAPAN Brit. str. Martin P. & O. S. N. Co. BUTTERFIELD & SWIRE ... AMOY, SAMARANG & SOURABAYA ... | YUNNAN Brit. str. ** *** *** **** **** TAMSUL YIA SWATOW & AMOY....... DAIJIN MARC. Jap. str. T. Ogata Osaka Shosen Kaisha ... A9th inst. MAIDZURU M. Jap. str. T. Saito OSAKA SHOSEN KAISHA ... 21st inst. ANPING. VIA SWATOW & AMUY..... HAILOONG Brit. str. Evans Douglas Laprain & Co To-day, at 11 A.M. SWATOW, AMOY & TAMSUI SWATOW, AMOY & FOOCHOW HAITAN Brit, str. Roach Douglas Larraik & Co. 18th inst., 11 A.M. CEBU & ILOILO KAIFONG Brit. str. Butterfield & Swire ... MANILA ROHILLA MARU Jap. str. | E. P. Bishop ... Toyo Kisen Kaisha To-day, at 11 A.M. MANILA Sungkiang ... Brit. str. BUTTERFIELD & SWIRE ... To morrow, Noon. MANIL (Kumano Marci Jap. str. E. W. Haswell Nippon Yusen Kaisha... 19th inst., at 4 P.M. MANILA JARDINE, MATHESON & Co 19th inst., at 4 P.M. MANILA DIRECT RUBI Brit. str. R. W. Almond Shewan, Tomes & Co. ... MANILA DIRECT ZAFIRO...... Brit. str. R. Rodger SHEWAN, Tomes & Co. .. MANILA ... Butterfield & Swike ... Brit. str. | Butterfield & Swike ... SINGAPORE, PENANG & CALCUTTA ... G. APCAR Brit. str. J. G. Olifent ... DAVID SASSOON & Co., LD. To-day, at Noon. BOMBAY, VIA SINGAPORE & COLOMBO BOMBAY MARU Jap. str. T. Murai Nippon Yusen Kaisha ... To-day, at Noon.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, KANGOON, COLOMBO, ADEN. SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to South Africa, Red Sha, Black Sha, LEVANT, VENICE and ADRIATIC PORTS.) IHE Company's Steamship

"MORAVIA," Captain Soich, will be despatched as above TO-MORROW, the 17th inst., P.M. For information as to Passage and Freight, SACHSEN SANDER. WIELER & CO.,

Agents, Princes Buildings. Hongkong, 2nd June, 1993.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

TETHE Company's Steamship

"TRIESTE. Captain Mecazzi, will leave for the above places TO-MORROW, the 17th inst., P.M. This Steamer has capital accommodation for Passengers, Electric L ght and carries a Doctor. For Freight or Passage, apply to SANDER, WIELER & CO.,

Princes' Buildings. Hongkong, 11th Juna, 1903, THE PENINSULAR AND ORIENTA STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. 73 THE Steamship

"CHUSAN." Captain W. W. Cooke, carrying His Majesty's Mails, will be despatched from this for Bombay. on SATURDAY, the 20th JUNE, at Noon, taking passengers and carge for the above

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via

Bombay with transhipment. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's

Bills of Lading. For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 8th June, 1903.

"GLEN" LINE OF STEAMSHIPS. FOR LONDON AND ANTWERP, VIA SULZ CANAD THINE Steamship

"GLENFARG," Captain Holman, will be despatched as above on TUESDAY, the 23rd June. For Freight or Passage, apply to McGREGOR BROS. & GOW. Hongkong, 28th May, 1903.

IMPERIAL GERMAN MAIL. LINE.

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN. SUEZ. POR SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON

AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND TASSENGERS AND LUGGAGE. N.B.-CARGO CAN BE TAKEN ON THEOUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

IN RUSSIA

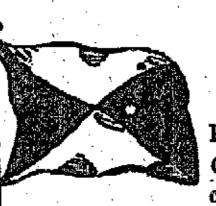
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION SAILING DATES. STEAMERS. 25th June ROON 9th July PREUSSEN * HAMBURG 23rd July PRINZ HEINRICH THURSDAY 6th August 20th Angust THURSDAY * KIAUTSCHOU THURSDAY 3rd September THURSDAY 17th September BAYERN ... * Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON THURSDAY, the 25th day of June, 1903, at Noon, the Steamship "ROON," of the Nordbeutscher Lloyd, Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling AT NAPLES and GENOA. Shipping Orders will be granted till NOON on TUESDAY, the 23rd June. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 24th June, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 24th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,

and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

> NORDDEUTSCHER LLOYD.-For further Particulars, apply to

MELCHERS & CO., AGENTS. Hongkong, 15th June, 1903.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Salcon; amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to date arrangements, for comfort of Passengers.

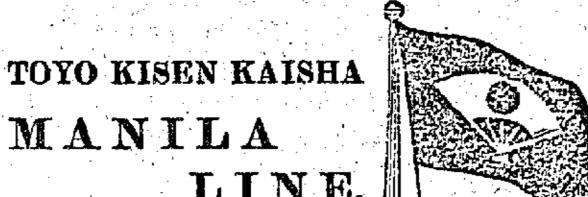
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

SAILING DATE. CAPTAIN. TONS. STEAMSHIP Sat., 20th June, 10 A.M. Manila Direct. R. W. Almond RUBI R. Rodger Manila Direct. Sat., 27th June, 10 A.M. 1980 J. McGinty PERLA.....

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 15th June, 1903.



REGULAR SERVICE BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. - Cuisine Unexcelled.

Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried. Sailing Date. Captain Steamship Tuesday, 16th June, at 11 A.M. E. P. Bishop .. | 3869 'ROHILLA MARU"..... ROSETTA MARU" N. Tato 3876 Friday, 19th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House K. NAKASHIMA, Manager. Hongkong, 15th June, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIO INLAND SEA PORTLAND, OREGON OF JAPAN, MOSS, KOBE AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE CAPTAIN STEAMSHIP TO SAIL ON "INDRAVELLI"..... R. P. Craven "INDRAPURA" 4,899 A. E. Hollingsworth August

W. E. Craven September 13, 1903 "INDRASAMHA" 5,197 Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT Hongkong, 16th June, 1903.

NORTHERN PACIFIC STEAMSHIP CO BOSTON STEAMSHIP COMPANY. COMPANY. TOW-BOAT

PROPOSED SAILINGS FROM HONGKONG,

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR

VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
OLYMPIATREMONT	J. Truebridge T. W. Garlick A. Dixon		June 24th June 30th July 6th
VICTORIA		3,502	August 3rd

PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further informatin as to Freight or Passage, apply to DODWELL & COMPANY, LIMITED,

GENERAL AGENTS.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SPEED. PUNCTUALITY. "Empress" Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC. PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration). R.M.S. "EMPRESS OF INDIA" ... 6,000 Tons WEDNESDAY, 24th June. R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons WEDNESDAY, 15th July. R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 22nd July. R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons WEDNESDAY, 5th Aug. R.M.S. "ATHENIAN"...... 3,882 Tons..... WEDNESDAY, 12th Aug. R.M.S. "EMPRESS OF INDIA"..... 6,000 Tons WEDNESDAY. 26th Aug.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vanconver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY. which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval. Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS. (second to none in the World), the LUXURIANCE OF ITS THANS-CONTINENTAL. TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. EROWN, General Agent,

> FRUN YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. SAILING DATES. DESTINATIONS. STEAMERS. BOMBAY MARU [BOMBAY, VIA SINGAPORE and] TUESDAY, 16th June. COLOMBO T. Mursi at Noon. VICTORIA, B.C., and SEATTLE TURSDAY, 16th June, SHINANO MARU U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA..... W. Thompson at 4 P.M. WEDNESDAY, 17th June, YAWATA MARU..... NAGASAKI, KOBE and YOKOHAMA at Noon. A. E. Moses SANUKI MARU } KOBE and YOKOHAMA FRIDAY, 19th June. at DAYLIGHT. W. Townsand...... (SYDNEY and MELBOURNE, VIA) FRIDAY, 19th June, KUMANO MARU MANILA, THURSDAY ISLAND, Bt 4 P.M. E. W. Haswell TOWNSVILLE and BRISBANE (Thunsday, 25th June, KINSHIU MABU KOBE F. L. Pyne..... at Noon. (MARSEILLES. LONDON and) ANTWERP, VIA SINGAPORE, SATURDAY, 27th June, Kawachi Maru PENANG, COLOMBO and POTT H. Fraser at DAYLIGHT. VICTORIA, B.C., and SEATTLE, Tuesday, 30th June, U.S.A., VIA SHANGHAI, MOJI, at 4 P.M.

A. Christiansen..... KOBE and YOKOHAMA..... Through Passenger Tickets issued to the Principal Cities to the United States, Canada. and Europe. in connection with the GEEAT NORTHERN RAILWAY and Atlantic Steamers - Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway. For further information as to Freight, Passage, Sailings, Sc. apply at the Company's Local Pranch Office in Prince's Building First Floor, Chater Road.

Tosa Maru

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC POETS. NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATIONS. BAILING DATES STRASSBURG HAVRE and HAMBURG On 20th June. Freight & Cant. Made n (Calling at Singapore and Penang)... On 20th June. Passengers. Capt. Mads n (Calling at Singapore and Penang) ... 5 SUEVIA (HAVRE and HAMBURG Colombo) On 1st July. Freight. {HAVRE and HAMBURG (Calling at Singapore and Penang)...} On 15th July. Freight. WURZBURG HAVRE and HAMBURG On 29th July { Freight & Capt. v. Binzer (Calling at Singapore and Colombo) } On 29th July { Passengers. BADENIA HAVRE and HAMBURG On 12th Aug. Freight. (Calling at Singapore and Ponang) ... On 12th Aug. Freight. For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE. QUEEN'S BUILDINGS, No. 1.

A. S. MIHARA, Manager,

STEAM SHIP CO., LD

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON. MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONCINENT.

OUTWARDS.	
GLASGOW and LIVERPOOL "STENTOR" GLASGOW and LIVERPOOL "TYDEUS" GLASGOW and LIVERPOOL "MACHAON" GLASGOW and LIVERPOOL "DIOMED" GLASGOW and LIVERPOOL "HECTOR" GLASGOW and LIVERPOOL "NESTOR" GLASGOW and LIVERPOOL "TEUCER" GLASGOW and LIVERPOOL "TEUCER" GLASGOW and LIVERPOOL "NINGCHOW"	On 27th June. On 3rd July. On 12th July. On 16th July. On 22nd July. On 29th July.
HOMEWARDS.	ma astr.
TOP STEAMERS	TO SAIL

E	IOMEWARDS.	
į.	"HYSON"	(
and)	A NUMBRIOR "	6

"HYSON"	On 16th June.
ANTENOR"	On 23rd June.
)	
•	
" *PROMETHEUS	
PELEUS"	On 21st July.
)) asmenitor"	On 4th August
]	
"DARDANUS"	On 18th August
Cargo for Liverpool at London Rat	es.
	"PROMETHEUS" "PELEUS" "STENTOR" "DARDANUS"

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SELD
VICTORIA, SEATTLE, TACOMA, and)	"MACHAON"	On 14th July.
all PACIFIC COAST POINTS, VIA	"NINGCHOW"	On 10th August.
	_ 1 _ 1 _ 1 _ 1 _ 1	
The s.s. "PROMETHEUS" left Singal	ore on the 12th inst., and	is due here on the 17th
THOUSE, THOUSENESS.		· · · ·

The s.s. "HYSON" left Shanghai on the 12th inst., for this port.
The s.s. "OANFA" left Tacoma on the 14th inst. for Kobe and Hongkong. For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

2[10-1 Hongkong 15th June, 1903. NAVIGATION CHINA LIMITED.

		•
AMOY, SAMARANG and SOURABAYA MANILA TIENTSIN CEBU and ILOILO	"YUNNAN" "SUNGKIANG" "KWEIVANG" "KAIFONG"	On 17th June, Noon. On 18th June. On 22nd June
MANILA PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, (+ TOWNSVILLE, BRISBANE, (+ SYDNEY & MELBOURNE)	* "CHINGTU"	On 4th July.

* The attention of Passengers is directed to the superior accommodation onered by these steemers, which are fitted throughout with Electric Light: Unrivalled Table. A duly qualified Surgeon is carried. · Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other

Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to-BUTTERFIELD & SWIRE, AGENTS.

Pengkong, 16th June, 1983. PHNINSULAR

STEAM NAVIGATION COMPANY.

			•
FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c	CHUSAN	Noon, 20th June	See Special Advertisement.
SHANGHAI	BALLAARAT }	About 20th June	Freight or Passage.
кове	PERIN	About 20th June	Freight only.
SHANGHAI, KOBE and YOKOHAMA	JAPAN	About 26th June	Freight or Passage.
LONDON and ANTWERP, VIATED SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA	I CANTON	About 26th June	Freight or Passage.
For further Particular	s, apply to	E. A. BF	WETT.
10U T 1000			Superintendent
Hongkong, 16th June, 1903.	STINGTN	W A TS	THA

USAKA SHUSEN NAIDHA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. LEAVING STEAMERS FRIDAY, 19th " DAIJIN MARU TAMSUI, VIA SWATOW June. T. OGATA

AND AMOY THURSDAY, 25th "DAIGI MARU TAMSUL VIA SWATOW T. W. GROVES AND AMOY SUNDAY, 21st "MAIDZURU MARU" ANPING. VIA SWATOW T. SAITO AND AMOY The Co.'s new Steamers are specially designed for the coast trade of South China and

Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at

Tameni to land all passengers and cargo. By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangteze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai. For Freight, Passage, and further information, apply to Company's local Branch Office

No. 2, Des Voux Road Central. T. ARIMA. Manager Hongkong, 15th June, 1903. "GLEN" LINE OF STEAMSHIPS.

"BEN" LINE OF STEAMERS. FOR LONDON VIA SUEZ CANAL.

HE Steamship "BENLOMOND," Captain Mutton, will be despatched as above on or about the 2nd July. For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Agents. Hongkong, 11th June, 1903. are prepared to issue THROUGH BILLS

FOR ODESSA.

THE Russian Steamer

Hongkong, 1st June, 1903.

"HERMANN LERCHE, 1,978, tons, will be despatched for the above port on or about 5th July. For Freight, apply to

BRADLEY & CO., Agents.

General Agents for China and Japan. Uongkoug, 4th August, 1897.

FOR NEW YORK VIA SUEZ CANAL.

"GLENESK,"

Captain Rafferty, will be despatched as above

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

OF LADING for all the principal ports in

South Africa, in connection with Inpo-

CHINA STRAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

DODWELL & CO., LIMITED,

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

MCGREGOR BROS. & GOW. .

on THURSDAY, the 9th July.

Hongkong, 6th June, 1903.

For Freight or Passage, apply to

HE Steamship

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED. 司公限有船翰華中

FOR MOJI, KOBE, MANZANILLO, MEXICO AND SAN FRANCISCO. THE Steamship

"CLAVERING." Captain Barton, will be despatched for the above ports on THURSDAY, the 18th inst., at Noon. For Freight, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor. J. S. VAN BUREN,

Sanerintendent. Hongkong, 9th June, 1903. THE AMERICAN ASIATIC STEAM-SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL. HE Company's Steamship

"ARARA,"

Captain Williamson, will be despatched on THURSDAY, the 18th JUNE. To be followed by the Steamship

"VERONA,"

Captain J. Hansen, on or about WEDNES. DAY, the 15th JULY. For Freight, &c., apply to SHEWAN, TOMES & CO.,

General Agents. Hongkong, 13th June, 1903. NIPPON YUSEN KAISHA.

FOR MANILA. THE Company's Japanese Mail Steamship

" KUMANO MARU," 4,500 Tons, Captain E. W. Haswell, will be despatched for the above port on FRIDAY, the 19th inst., at 4 P.M.

This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to A. S. MIHARA. Manager.

Hongkong, 12th June, 1963. THE EAST ASIATIC COMPANY, LIMITED.

FOR-MARSEILLES, HAVRE, COPEN-HAGEN AND BALTIC PORTS. THE Danish Steamer

"PRINSESSE MARIE," Captain Berentzen, will leave for the above ports on or about the 20th instant. For Freight or l'assage, apply to MELCHERS & CO.,

Hongkong, 3rd June, 1903. REGULAR

STEAMSHIP SERVICE TO NEW VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PRIL.PPINE

PORTS). PROPOSED SAILINGS FROM HONGKONG. "CHARLES TIBERGHIEN" 24th June. 'MACDUFF' "SAINT BEDE" For Freight and further information, apply to

DODWELL & CO., LD., Agents. Hongkong, 13th June, 1903



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the BRAZILS, to South Africa, Persian Gulf, Red SEA, BLACK SEA, LEVANT, VENICE

and Adriatic Ports). HE Company's Steamship "VINDOBONA,"

Captain Cobol, will be despatched as above on FRIDAY, the 26th inst., P.M. For information as to Passage and Freight, SANDER, WIELER & CO.,

Princes Building. Hongkong, 12th June, 1903. EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand, TASMANIA, &c.)

HE Steamship

"EASTERN," Captain Ellis, will be despatched as above on WEI)NESDAY, the 1st July, at Noon. This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage. The Steamer is installed throughout with

the electric light. A stewardess and a duly qualified surgeon N.B.—To assure the additional comfort of passenger, the Steamers of the Company have electric f ns fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 11th Jane, 1968.

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA. REDUCED SALOON PASSAGE MONEY,

SINGLE, \$25; RETURN, \$40. STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOM-MODATION. UNRIVALLED TABLE, DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE AGENTS. Hongkong, 1st May, 1903.

THE STEAMSHIP "WING CHAI." HONGKONG-MACAO LINE.

WILL leave Hongkong every morning during this Sesson at 7.30 o'clock. SAM WANG & CO., LD. Hongkong, 4th June, 1903.

HONGKONG MACAO LINE.

SS. "WING CHAL" Captain Samuel Bell Smith. AILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 r.m., Sunday included. 1st Class fare (including cabin and servant),

\$3; return ticket, \$5. 2nd Class, \$1.50; return ticket, \$2.50. 3rd Class, \$1 Steerage, \$0.50 Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf For Freight, &c., apply to— SAM WANG & CO., LD., 81, Queen's Road Central.

Hongkong, 29th April, 1903. WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE. S.S. "CHU KONG" (Captain Mason).

EPARTURES from Hongkong to Macao daily at 7.30 A.M. (Sunday included). Departures from Macao to Hongkong daily at 2 P.m. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

lat Class \$1.50 Further Particulars may be obtained at the Office of the WING ON STEAMSHIP CO., No. 42, Bonham Strand West. Hongkong, 16th May, 1903.

FOR SAMSHUL VIA KONGMOON AND KUMCHUK. THE Steamship

"PAR KONG" will be despatched for the above ports every TUESDAY, THURSDAY and SATUR-DAY, at 5 P.M. Ample accommodation for European Passengers. For Freight or Passage apply on board, or to KWONG WAN STEAMBOAT CO., LD., 15 and 16, Coun ught woad, Pray West.

Hongkong, 6th May, 1903. NOTICES TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP COMPANY.,

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA," FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJI AND SHANGHAL

TETHE above Steamer having arrived, Consignees of Cargo are hereby requested to soud in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risl No Fire Insurance will be effected by us in any case whatever. DODWELL & CO., LIMITED,

Agents. Hongkong, 13th June, 1903. STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

ONSIGNEES of Cargo from London exss. Cordonan, and from Bordonux ex B.B. Ville de Cotte, in connection with above Mr. A. Fuchs Steamer, are hereby informed that their Dr. Robert Gibson Goods, with the exception of Opium, Mr. G. C. Lindsay Grant Treasure and Valuables, are being landed and Major A. B. Hamilton stored at their risks into the Godowns of the Mr. F. Hubbs Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, whence delivery may be Mr. F. T. B. Hewett obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, to-day, the 14th inst., requesting it to be landed here. Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed after Saturday, the 20th inst., at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 22nd inst, or they will not be recognised. All damaged packages will be examined on

Monday, the 22nd inst., at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPEAUX, Hongkong, 14th June, 1903.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND STRAITS. HE Steamship

"BENVENUE." CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Godown whence and/or from the wharves delivery may be

obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 19th inst., will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the

27th inst., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3.50 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigued by

GIBB, LIVINGSTON & CO., Hongkoug, 13th June, 1903. GENERAL AVERAGE PER SWEDISH. 8.S. "VICTORIA," ON FIRE IN SINGAPORE ON JANUARY 7TH

CONSIGNEES -and - Underwriters are hereby notified that Claims for short delivered and/or damaged Cargo must be presented to the undersigned before 1sr JULY, 1903, or they will not be allowed. SANDER. WIELER & CO.

Agents. [1592 Hongkong, 1st June, 1903.

BOSTON STRAMSHIP COMPANY.

NOTICE TO CONSIGNEES. FROM TACOMA, VICTORIA, YOKO HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to sond in their Bills of Lading for countersignsture, and to take immediate delivery of their Mr. J. M. Hunter Goods from alongside. Cargo impoding the discharge of the Vessel

will be landed and stored at Consigness' risk No Fire Insurance will be offected by us in any case whatever. DODWELL & CO., LD.,

Agents. Hongkong, 9th June, 1905.

VISITORS AT HOTELS

HONGKONG HOTEL.

Mr. Labarttee [84 Mr. Andorson Mr. F. P. Lahn Mr. A. c. Anton our. Legrand Mr. G. H. Armstrong Mr. J. T. Arundol Mrs. L. A. Lona Mr. Louis Letter Mr. E. G. barrett Mr. T. P. McArun Mr. H. T. Begley Nr. E. R. W. Mc Jab Mr. & Mrs. W. M. Black Mr. R. J. Macgowan Mr. & Mrs. R. Boggan Mr. & Mrs. H. H. McKee Mr. E A. Bonner Dr. O. Marriott Mr. G. Bowack Mr. O. Marx Dr. Lowers Mr. Sydney Mast Mr. W. S. Brown Mr. E. Mast Mr. Hart Buck Mr. H. E. Maudsley Mrs. A. C. Suell Mr O. E. Morcer Mr. A. W. Butler Mr. O. D. Miller Mr. H. T. Christia Mr. P. L. Mille Mr. W. G. Clarke

Mrs. M. E. Moulton Mr. E. H. Colo Mr. and Mrs. E. U. Mur-Mr. G. Colomb> Mr. J. s. camming Mr. d. T. Od'um Mr. R. A. C. Davidson Mr. and Mrs. Ohio Mr. A. L B. Davies Mr. A. Otto Mrs. F. Dawson Mr. W. Parfitt Mr. J. H. Derbyshire Mr. and Mrs. Arlington Capt. & Sirs. J. Douglas Mr. T. C. Downing Pon 1 Mr. C. Portal Mr. J. B. Early Mr. F. W. Edwards Mr. and Mrs. A. Ellis Mr. A. Emerson Mr. K. Eppley

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Mr. J. S. Hanna Mr. Geo. narmitage Mr. W. T. Tabu Mr. W. B. Haughwont Mr. J. A. Thomas Dr. J. C. Thomson Mr. J. G. Hayton Mr. C N. Tomkin son atra, L B. Tunis Mr. C. Valentiu Mr. & Mrs. W. B. Walker Mr. and Mrs. J. Hooper Mr. W. Wallace Mr. A. J. Washburne Mr. G. J. Hotder Mr. R. B. Howell Mr. G. A. Watkins Mr. Jas. W. White Mr. T. Howard Mr. & Mrs. C. E. Wool-

Wright

Mr. R. Martin

Mr. Robert Mitchell

Mr. Leonard D. Philput

Mr. H. E. Pollock, K.C

Hon. R. Murray Ruia-

sev. B.N. Mrs. W. E. Sawer

Mr. A. Stacia:

Mr. Charles R. Scott

Mr. Kingsland Smith

Mr. W.O. C. spar

Mr. Cad W. Smith

Mr. O. D. Thomson

Mr. S. T. Wenborn

Mr. F. C. Wilford

haver -

Mrs. and Miss Zobel Mr. E. A. Katsch Mr. W. Kuntzen PHAR HOTEL Mr. and Mrs. P. N. H. Mr. A Allison Dr. Barnett Mr. & Mrs. E. S. Josep b Mr. Andrew Beattie Mr. R. H. King Mr. Wm. Macleod, Mr. Geo. Behn

Major H. G. Benson, A.P.D. Mrs. Benson Mr. H. Berkley Mr. Gilbert Berner

Mr. H. G. Fisher

Mr. H. T. Fowlor

Mr. E. E. Freed

Mr. C. Gurther

Mr. E. Heups

Mr. Las Heres

Mrs. E. Heyern

Mr L. W. Hill

Rev. F. Icely

Mr. L. Jacobs

Mr. and Mrs. Jameson

Mr. & Mrs. E. Joseph

Mr. U. Georg

Mr. C. Gl v.r

Mr. Owen Ordish Mr. Ralph A. Brabazon Mr. George Brusse Major and Mrs. F. W. Bunny & children Mr. & Mrs. A. Chapman Mr. Louis du Dognon Mr. M. Eorraud Major. G. A. French,

Mr. H. U. Joffrier

KING EDWARD HOTEL. Mr. and Mrs. H. S Mr. H. N. Bond Mr. Carphanides Mr. C. H. Coulson Locksmith Mr & Mrs. R. Notton Mrs. Osborne Mr. and Mrs. Ellis Mr. E H Edanger Mrs. A. Ostraski Mr. F. Reiter Capt. Evans Mr. and Mrs. A. Rettig Mr. and Mrs T. I. Rose Mr. M. Figtas Mrs. Wm. Finch Mr. G. A. Steinberger Er. Gerdes Mr. and Mrs. Trubert Mr. E. Howard Mr. M. J. D. Stop tons

Mr. IL S. Vaughan Mr. A. Joher OCCUPANTAL HOUSE. Mrs. Adamses & family Senor Lopez Mr. Hans Beyer l'r. Mariam Vartin Mr. and Mis. Maunel Mr. W. Mogford Lieut. Pezare Mrs. Robblemund and Dr. E. Craig family Mr. H. S. Fowler

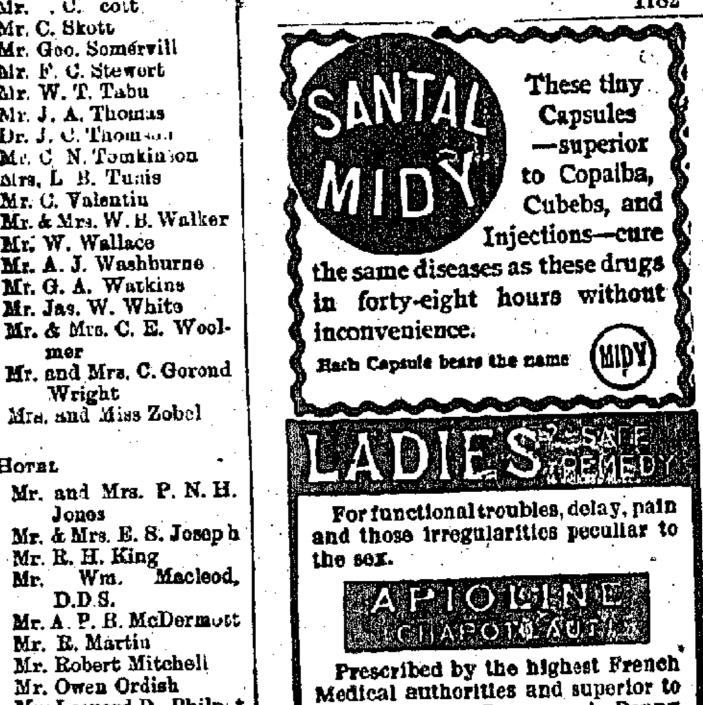
Mr. A. Schmalfuss Mr. Paul H. Harris Mr. Jas. Hickman Mr. and Mrs. James R. -ymington Dr. Keyt CRAIGINDON HOTEL Liout. and 'drs. F. W. Mr. ani Mrs. Gaskell

Lieut. & Mrs. J. S. Har-. Lambolle Mr. O. Struckmeyer Mr. W. Helms CONNAUGHT HOPRE Mr. H. I. Ling Mr. Austins Mrs. Marston Mr. M. Penjamin Mr. L. Marston Lieut. J. R. Campbell. Mr. A. Martin Mr B. Spittles Mr. P. D. Colbert

Mr. H. St phons Mr. F. Stodart Mr. W. H. Donald Hr. E. A. Earby Mr. C. B. Thomas Mr. H Hachwood Mr. T. Tyrwhitt Mr. R. Hougton Mr. A. Uphill Mr. W. Humphrey Mr. G. H King Capt. P. Langlande,

ROWLOON HOTEL. Mr. Thomas K. Ardon Mr. S. H. Musuits Mr. W. F. Gallin, Jr Mr. A. P. Nobbe Mr. Fred O'Brion Mr. Chas. Haffke Mr. J. O'Connor-Mr. Frank F. Jewell Mr. H. ... Williamson Mr. W. J. Kealy Mr. I. B. Keouy

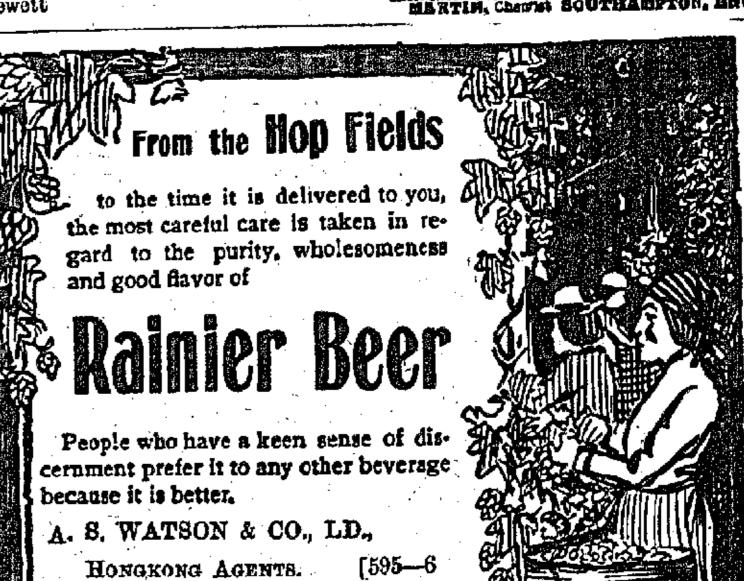
Not stade of Gelatine, most efficacious, because absolutely pure English Oil. Full directions. All Chemists. Insist on Savaresse's.



MARTIN'S Ladies keep a box of Martin s Pills in the house, so that on the first sign of any Irregularity of the Bysiem a timely dose may be administered. Those who use them recommend them, hence.

Tansey, steel Drops and Penny

CHAPOTEAUT, 8, r. Vivienne, Paris



DOUINATIS

"THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO HIS MAJESTY KING EDWARD

HIS ROYAL HIGHNESS THE PRINCE OF WALES.

Sole Agents:

CARLOWITZ & CO.,

HONG KONG, CANTON, SHANGHAI, TIENTSIN, HANKOW & TSINGTAU.

POST OFFICE NOTICES.

The Empress of India, with the Consdian Mail (I ondon date 7th May), left Shanghai on Esturday, the 13th inst., at 9 p.m., and may be expected here to-day, at 9 a.m.
The Estlangat, with the English Mail of the 22rd ult., left Singapore on Saturday, the 13th inst at 5 pm, and may be expected here on or about Thursday, the 18th inst., at acon. This Pack

MAILS W		
k Ub	PRE	Dàth
Manila	Montanes	Tuesday, 16th, 8.00 A.M.
Swatow	Nanyang	Tuesday, 16th, 9.00 A.M.
Canton	Hankow	Tuesday, 16th, 9.30 A.M.
bingapore, Colombo and Bombay	Bombay Maru	Tuesday, 16th, 10.00 A.M.
Bang kok	Kohsichang	
Manila	Robilla Maru	Tuesday, 16th, 10.00 A.M.
Swatow, Amoy and Tameni	Hailoong	Tuesday, 16th, 10.00 A.M.
Singapore, Penang and Calcutta	Gregory Apear	Tuesday, 16th, 10.00 A.M.
2.		Lucsday, 16th,
A series of the		Printed Matter and sam-
Amoy, Shanchai, Nadasaki, Kobe. Yoko-		ples10.00 A.M.
HAMA, HONOLULU and SAN FRANCISCO	The same of	Registration10.00 A.M.
(Supplementary mail on board up to the }	Darie	Registration, with late
time fixed for departure of the mail.	<u>.</u>	fee of 10 cents, up to
Extra Postage 10 cents.)		10.45 A.M.)
		Lotters 11.00 A.M.
Macro	Heungshan	Tuesday, 16th, 1.15 P.M.
Manila	Oanfa	Tuesday, 16th, 2.00 P.M.
shanghai, Moji, Kobe, Yokohama, Victoria, ?	Shinano Moru	
B.C., and Seattle		Taesday, 16th, 3.00 P.M.
Singapore	Hy80n	Tuesday, 16th, 4.00 p.m.
Canton	Powan	Tues ay, 16th, 5.00 P.M.
Macao	Wingchai	Tuesday, 16th, 5.00 P.M.
Namtao Swatow and Bangkok	Tailee	Tuerday, 16th, 5.00 p.m.
Swatow and Bangkok	Keongwai	Wednesday, 17th, 9.00 A.M.
Hoihow and Haiphong	Hanoi	Wednesday, 17th, 2.00 A.M.
Nagasaki, Kobo and Yokohama	Benvenua	Wednesday, 17th, 10,00 A.M.
Amoy, Samarang and Sourabaya	Yuman	Wednesday, 17th, 11.00 A.M.
Negasaki, Kote and Yokohama	Yawata Maru	Wednesday, 17th, 11.00 A.M.
Manila	Sungkiang	Wednesday, 17tb, 11.00 A.M.
Haugkok	Saga	Wednesday, 17th, 1.00 P.M.
Straits and Rangoon	Moravia	Wednesday, 17th, 1.00 P.M.
Kumchuk and Samshui	Cheungkong	Wednesday, 17th, 4.00 P.M.
Swatow, Amoy and Forehow	Haitan	Thursday, 18th, 10.00 A.M. Thursday, 18th, 400 Pk.
Chefoo and Tientsin	Kweiyang	Thursday, 18th, 400 Pk.
Manila,	Ученвану	Friday, 19th, 3.00 p.m.
Manile, Thursday Island, Townsville, Bris- }	' !	Friday, 19th, 3.00 P.M.
March March man transfer and to thirth this to the	(Saturday, 20th,

Kumohuk and Samshui Moji, Kobe, Yokohama, Victoria, B.C., & Tacoma	Tungkong Olympia	ر ب
SHARGHAI, NAGASAKI, KOBE, YOKOHAMA, VIOTORIA SUR VANCOUVER (B.C.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postago 10 conta.)	Empress of India	

EUROPE, &c., India via Tulicoria......

(Late Letters 11.10 to 11.30 A.M. Extra

(Sapplementary mail on board up to the

Postage 10 cents)

time fixed for departure of the mail.

TO.DAY. Sale, Household Furniture, Sales Rooms, Singspore on the 9th inst, p.m. Messrs, Hughes & Hough, 11 a.m. Japanese Acrobata. Praya (opposite the the 12th inst for this port, Central Market), 830 p.m.

•	COMMERCIAL.
	CLOSING QUOTATIONS. 15th June.
UN	LORDON
	Telegraphic Transfer
	Bank Bills, on demand
	Bank Bills, at 50 days' sight 1, 81
	Bank Bills, at 4 months eight 1,54
	Credits, at 4 months' sight
	Documentary Bills, 4 months sight 1,8
UN	L'ALIB.—
	Lauk Hills, on demand 2114
	Credits, at 4 months sight 215 g
ON.	GERMANY
	On demand
ON	Jew Youk
	Bank Bills, on demand41
	Credite, 60 days' sight413
08	BOMBAY:-
:	Telegraphic Transfer
	Bank, on demand
JÀ	CALCUTTA
	1 elegraphic Transfer1253
	Bank, on domand1253
ON	BHANGHAI.—
	Bank, at sight
	Private, 30 days' eight723
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ON BATAVIA.	 d	
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• .	OI LOM.	15th June.
	_ =.	warm a rms'

		15th June,		
Quotations are: Allo	w'co	net	to I cutty.	
Malwa New \$1000	to		per piont	
Malwa Old \$4.80	to	_	+	
Malwa Older —	to	_	53	
Malwa V. Old \$1100	to:	_	**	
Persian fine quality \$800	to		19	
Persian extra fine —	1.0		•	
Patas New \$10374	to	_	per chest,	
Patpa Old\$10221		-	**	
Benares New \$1.474	to		**	
Banares Old\$1025	to	****		
<u></u>				

vessels expected.

THE INDIAN MAILS.

The Indo-China steamer Suisang, from Caloutte and the Straits, left Singapore for this Henny and family, Messrs. Asiders, Dick, J. port on the 9th inst., p.m. The Indo-China steamer Laisang left Calcutta | John Hewatt, Heyes, H. E. Levert, Lechalier,

for this port, via the Straits, on the 13th inst., and may be expected here on the 29th inst. THE CANADIAN MAIL. The C.P.R. steamer Empress of India arrived

Westenholz and Harold E. Waite. at Shanghai at 1 a.m. on the 13th inst., and left kong, Mrs. Grossenbacher and child, Mr. and again at 9 p.m. same day for Hongkong, where Mrs. A. W. Rettig, Mr. and Mrs. W. D. Evans, who is due to arrive at 9 n.m., to-day. THE ENGLISH MAIL. Messrs. Kingsland Smith, N. Tiglao, G. Tan-The P. & O. steamer Ballaarat left Singacian, C. Tancian and Villeger; for Kobe, Mr.

pore for this port on the 13th inst., at 5 p.m., H. Heinze; for Yokohama, Mr. and Mrs. H. J. and is due here on the 18th inst., at about noon. THE AMERICAN MAILS. The P.M. steamer Siberia left Yokohama for A. Martin, Misses Washington, F. Bargarnie

this port via Inland Ses, &c., on the 13th inst. and F. H. Bowins, Dr. F. S. Bowins, Messrs. The O. & O. steamer Coptic left San Francisco for this port via Honolulu, &c., on the 3rd inst. THE GERMAN MAIL.

The Imperial German mail steamer Roon left Kobo, via Nagasaki, Shanghai and Foochow. on the 14th inst., p.m., and may be expected here M. Pecost, Mr. Hahn, jr.; for Nagasaki, Mrs. on the 24th inst.

The Imperial German mail steamer Hamburg left Colombo on the 14th inst., a.m., and may be expected here on the 24th inst.

JOINT STOCK SHARES.

Hongkong, 15th June.

expected here to-day	at 9 a.m.		Hong	kong, löth June
out Thursday, the let	ore on Saturday, the 13th inst., h inst., at noon. This Packet	CORPANY	PAID UP	Quorations
ong on the 21st April.		Banks— Hongkong & S'h i	\$125	
		Natl. Bank of Chim.	•	L'don 263. 5s.
PRR	5人生	A. Shares	1.29	\$28, buyers
Montanes	Tuesday, 16th, 8.00 A.M.	D. Shares	1	\$:8, buyers
Nanyang	Tuesday, 16th, 9.00 A.M.			\$10, seliers {5, buyers
Hankow	Tuesday, 16th, 9.30 A.M.	Community Many 6 Ca		\$40, soilers
Bombay Maru Kohsichang	Tuesday, 16th, 10.00 A.M., Tuesday, 16th, 10.00 A.M.	Chua-Borneo Co., Ld.	•	\$101, ollers
Rohilla Maru	Tuesday, 16th, 10.00 A.M. Tuesday, 16th, 10.00 A.M.	Commence of the control of the contr	\$20	\$61, buyers
Hailoong	Tuesday, 16th, 10.00 A.M.	China Prov. L. & M.	l	\$9.75, sellers
Gregory Apear	Tuesday, 16th, 10.00 A.m.	China Sugar		\$107, solers
1 1	Inceday, 16th,	Cigar Companies		
	Printed Matter and sam-	A bambra, Ld.,	\$500	\$359, rellers
	ples10.00 A.M.	Trust Co., Ld.,, }	\$50	\$18.
Darie	Registration10.00 A.M. (Registration, with late	Lotton Milla-		
	fee of 10 cents, up to	Ewo	Tls. 100	Tls. 35, sales
	10.45 A.M.)	international	Tls. 75	Tiz. 40
	Lotters 11.00 A.M.	Laon Kung Mow	Tls. 100	Tls. 45.
Heungshan	Tuesday, 16th, 1.15 P.M.	Boychoe	118. 500 \$10	T18, 160
Oanfa	Tuesday, 16th, 2.00 P.M.	Dairy Farm	36	\$111 hugara
Shinano Moru	Tuesday, 16th, 3.00 P.M.	Fenwick & Co., Goo	\$25	\$47, sales
Hyson	Tuesday, 16th, 4.00 p.m.	Green Island Coment	310	\$244, buyers
Powan		+=+ - ++ 1121111111	\$50	Mo, sellers
Wingchai	Tuesday, 16th, 5.00 P.M.	mongroup & C. Gas	•	\$140, buyers
Tailes	Tuerday, 16th, 5.00 p.m.	Hongkong Electric	\$5	\$13), seilers
Keongwai	Wednesday, 17th, 9.00 A.M.	H. H. L. Tramways	\$100	\$320.
Hunoi-	Wednesday, 17th, 9.00 A.M.	nk, Steam Water		3131, buyers
Yunnan	Wednesday, 17th, 10,00 A.M.	boat Co. Ld J Hongkong moter	. .	1 .
Yuscala Maru	Wednesday, 17th, 11.00 A.M. Wednesday, 17th, 11.00 A.M.	Hongkong tee		\$151, buyers \$240.
Sungkiang	Wednesday, 17th, 11.00 A.M.	H. & K. Whart & G	\$50	\$10.
Saga	Wednesday, 17th, 1.00 P.M.	Hongkong Rope	\$50	\$135, buyers
Moravia	Wednesday, 17th, 1.00 P.M.	H. & W. Dock		\$210, sollers
Cheungkong	Wednesday, 17th, 4.00 P.M.	Canton		\$180, buyers
Kanainana	Thursday, 18th, 10.00 A.M. Thursday, 18th, 400 Pk.	China Piro		\$85, sellers
Yvengana -	Friday, 19th, 3.00 P.M.	China Traders'	_ \$25.	\$60, buyers
· · ·		Hongkong Fire	\$50	\$3324, buyers
Kumano Maru	Friday, 19th, 3.00 P.M.	North Cima	–	Ts. 22),
f	Saturday, 20th,	Union		\$1, nominal \$500, buyers
	Printed matter and sam-	langtsze		\$130, buyers
} 	ples10.00 A.M.	and and Building-	!	!
	Registration 10.00 a.m.	Hongkong Land Inv. Humphroys Estate	· · · ·	\$1 8, sellers
	(Registration, with late fee of 10 cents up to			\$1,74, buyers ,\$33, sollers
Chusan	10.45 A.M.)	West Point Building	, , , ,	,452.
	Letters11.00 A.M.	Luzon Sugai	\$100	\$10, buyers
	(Letters posted in the Peak	Manila Invest. Co. Ld.		\$15, buyers
	Fillar Boxes in time for	Mining— Charbonnages	100 0511	\$000 -dllow
j	the first clearance will be	Jelebu		\$14, sellers
· !	included in this contract mail.)	Funjom	\$101	43, sellers
Tungkong	Monday, 22nd, 4.00 P.M.	Do. Preterence	. \$1	35 cts., sellers
Olympia	Wednesday, 24th, 10,00 A.M.	Rauba New Amoy Dock	•	\$8.75, buyers
	Wednesday, 24th.	crimite Motel, Manual	, , , ,	\$30, buyers
ļ <u></u>	Printed Matter and Sam-	Powell, 10	\$10	\$92, buyers
	ples 10.00 A.M.	Robinson Plane Co., Ld.		₿ 00.
Empress of India	Registration10 00 A.M.	toumship Goys.—		400
į 👢	(Registration, with Inte- fee of 10 cents, up to	China and Manila		\$26, sellers nominal
	10.45 A.M.)	Douglas Steamship		\$42, sellers
į į	Letters 11.00 A.M.	H., Canton and M	4-4	374, buyors
		Inde-China S. N		\$106, sollers
WERCH The Daniel of	ANT STRAMERS.	heliTransport and	£1	£15.C, sellers
Singapore on the 9	amer Prins Voldemar left	Fraung Co)		ļ <u>.</u> .
The OSS stan	mer <i>Hysen</i> left Shanghai on	Mar Ferry		\$254, sales & b \$154, sales & b
the 12th inst for th	is port.	Tebrau Planting Co		nominal
1 The N.Y.K. steal	mer Kamano Maru (Anstra-	Cnited Asbestos	54	\$91, buyers
nau Line: left Kob	e via Nagasaki and Moji for l	Do	\$10	\$150 <u>.</u>
this port on the 9	th inst, and is expected here	Universal Trading (\$20	\$23, layers
i to-day.		Watkins, Ld		\$71, sellers
Line N. L.R. Ston	mer Sanuki Maru (European	Watson & Co., A. S.		5144, sales
inst, and is expecte	ore for this port on the 11th		 	
	vw www.uu.r.(

The O S.S. steemer Prometheus left Singapore

The P. & ... steamer Pekin left Singapore for

The A.A. steamer Kish will leave Manila on the

The A.L. steamer Moravid left Moji for this

The Boston Tow Boat Co.'s steamer Lyra

The N.1. steamer Oympia arrived at Yoko-

The N.P. steamer Tacoma arrived at Yoko-

The steamer Atholt left Fan Francisco for

The P. & A. steamer Indravelli left Portland

The C.P.K. steamer Tarter left Vancouver

The C.A. steamer Taiguan, from Australian

ports, left Port Darwin on the 11th inst, for

this port wia Manila, and is expected here on

PASSENGERS.

ARRIVED.

Marshall, Mrs. J. A. Duncan, Miss G. Brown,

Capt. W. C. Brown, Dr. F. A. Bayer, Messrs.

Israel Putnam, Jas. Park, Carl S. Benche and

t er Freuesen, for Hougkong, from Hamburg,

Mesers. W. Kuntzel and C. Kohnke; from

Genoa, Messes. Lenz and H. Warnsloh; from

Naples, Mr. B. Guggenheim; from Port Said,

Mr Benjamin; from Singapore, Messrs. C

Per Oceanien, for Hongkong, from Kobe, Mr.

J. Popping; from Shanghai, Mrs. Kerr and

infant, Mesers. E. D. Moorhead, N. R. Antea,

Antoine, Feitsh, E. Erlanger, Whitall, Dickie,

Crosbie, Dittmann, Hayes and T. Stametelakis:

for Saigon, from Shanghai, Mr. Akial: for

Singapore, frem Yokohama, Mr. Visa de Hoyes;

from Shangbai, Mossrs W. Kempffer and V.

Joshe: for Fort Said, from Shanghai, Mr. De

Cossato: for Marseilles, from Kobe, Mr. Pallee;

from Shangbai, Messrs. Henri Lebran and

Per Stuttgart, from Yokohama, &c., Mr. and

Mrs, Alexander, Mr. and Mrs. Apcar and

children, Mr. and Mrs. Lempriere, Misses Mary

Galestin and H. Wilkinson, Capt,-Lieut, Hoydel,

Drs. Kochenburger and Lambert, Prof. Dr. F.

Omori, Mr. B. B. Brown and family, Mr. C.

Engelbrecht, G. Galestin, Gulajef, M. Hansen,

Claud Leykum, Leo Maskazen, J. L. Manthei,

Pastor John Omelvena, Pieting, Hubert Rolf.

Wulther Schoen, F. Toski, O. F. Vollhardt, A.

Per Yawata Haru, from Australia, for Hong-

Proston, Miss Preston, Mr. and Mrs. C. C.

Druce, Mr. and Mrs. H. Southull, Dr. and Mrs.

Gally, Howland, A. Kyngdom, F. Stuart, D.

DEPARTED.

Mr. and Mrs. Hahn, Mr. and Mrs. Mesier, Mrs.

Mesers. W. Brehmer and T H. Mead; for Kobe.

Mr. W. Brehmer; for Yokohama, Mezers, H.

Per Preuseen, from Hongkong, for Shanghai,

Grant, J. T. Rundel and V. Reyes.

Seiller, O. Peetz and P. Floer.

Tomkinson, E. O'Neili and Allan.

Per Rubi, from Manila, Mrs. and Master

(Or.) for this port via Japan ports on the 7th

inst, and may be expected here on the 7th prox.

17th inst., and is expected here on the 20th inst.

on the 12th inst., and is due here to-morrow.

this port on the 13th inst., at 11 a.m.

arrived at Mororan on the 23rd alt. *

Japan and Hongkong on the 28th ult,

pert on the 9th inst., p.m.

hams on the 3rd inst.

hama on the 13th inst.

usual ports of cail.

the 22nd inst.

Thes. Mackie.

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